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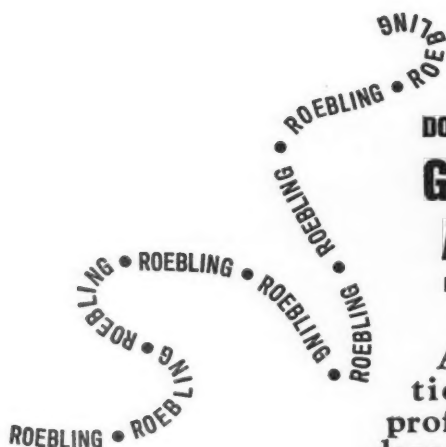
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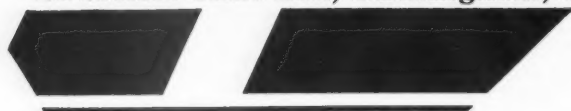


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## COVER PHOTO

Pert, brown-eyed Janet Spear made a cheerful subject for Photographer John M. Stephens at Mammoth Mt. in Mammoth Lakes, Calif. Janet, who is an avid skier, lives in Los Angeles, but prefers the snowy landscape of the mountain country to the beaches of the coast.

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SKI, JANUARY, 1961

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## EDITORIAL

# Caveat Emptor

**C**aveat Emptor. This is an old Roman warning meaning "buyer beware," and never was the warning more timely than now. The discount house has become an integral part of our buying habits, and when we hear that top name brands of ski clothing and equipment are available at these outlets at heavily discounted prices we are inclined to jump. This is where caution should be exercised.

The prestige-name ski pants which you buy at a discount house may be part of a three-year inventory of "dogs" which have been dumped on the discount house by a specialty ski shop. You recognize the name and you think you are getting a bargain, but there is a good chance you are getting junk consisting either of discontinued models or of unfittable garments good only for a skiing orangutan.

When it comes to equipment, the "buyer beware" warning becomes even more important because your own comfort and safety are involved. Ski boots should be fitted professionally, and this means at a reputable ski shop. For the safety of your own tibia, bindings should be mounted by experts who take into account your age, weight, height, skiing ability and type of skiing to be done.

Many of the brand items of equipment you buy at discount houses are bootlegged. Serial numbers are obliterated, and you are therefore buying at stores which may not and sometimes cannot stand behind what they sell you. You often prejudice your right to a breakage guarantee when you purchase certain items of equipment from non-franchise dealers.

So far we've assumed that you get what is advertised. But a number of discount houses are notorious for using brand name equipment or clothing as a come-on to lure the buyer into the store. Once in such a store the buyer is told that the brand-name item is sold out, then is high-pressured to buy something "just as good." Of course, it never is.

Nearly all reputable ski shops are run by skiers, with skiers as sales personnel. They want satisfied customers, and they want customers who will come back to them happy and sound in limb. You may well get a "deal" at a discount house, but it may not always be a good deal. *Caveat Emptor.*

# ON GREAT SKIS

A DISSERTATION

A ski is less innocent than it looks. A rascal, an enigma—an uncommon complex of shape, camber, flexibility, weight, tip, running surface, groove, edge—expressed in materials of more or less beauty and durability.

Ah, you say, you know the devious nature of a ski. You know the way it drags or floats, overturns or stubbornly refuses to turn at all, grabs now or lets go just when you need its bite. Then you've been using an ordinary ski—not a great one.

An ordinary ski may hide its knavish character from a casual glance, so examine carefully before taking a ski to your heart. Are its edges flush and square with the running surface? Are they single strips of tempered steel with no sections, screws, or rivets to drag and loosen? When flexed, does the ski form a flowing curve from tip to tail, or does its awkward angular bend foretell gawky action on the snow? Does the tip turn up elegantly just right, neither gaping open prematurely nor breaking tardily with snubnosed abruptness? When you press the bottoms together does the entire length close at once with a lovely whispered snap?

A great ski combines precisely the right form and fusion of all these elements, and thus becomes a thing of beauty. Use it, and discover its magical ability to turn with a breath or equally follow without question your bidding to track. Buy it, and years from now rejoice in the final attribute of a great ski—that it lasts as long as your devotion.

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## CONTRIBUTORS

We're frequently asked why we run certain articles. This month's selections are a good example of what guides the editors' thinking on this subject.

For instance, we are always trying to capture the "mood" of skiing, perhaps one of the most difficult parts of our job since no two people react to skiing in the same way. However, once in a while something comes along that has "it," and I think you'll agree that Fred Lindholm's photographic rendition of Bob Gibson's song, *This Big White World*, fills the bill.

Naturally, we are always interested in off-beat stories—skiers doing unusual things, or for that matter, unusual skiers. If the story is humorous, so much the better. Doug Pease, now an ensign in the Navy, scored on both counts with his story *How I Skied for a Week on \$25*. It's a graphic illustration of the ingenuity of ski bums.

As for unusual people, Doris Kirkpatrick, a reporter and freelance writer, discovered that the only thing unusual about *Golden Agers on Skis* was that there were so many of them. On several occasions we've casually mentioned that you can ski until you're eighty. Mrs. Kirkpatrick gets down to cases and supplies specific examples.

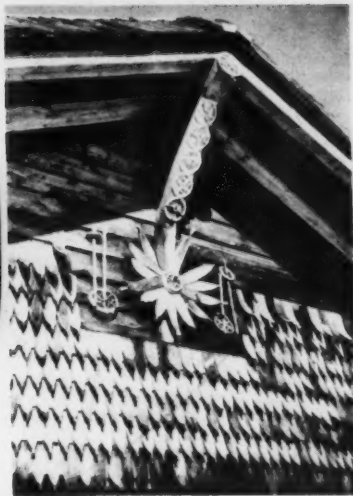
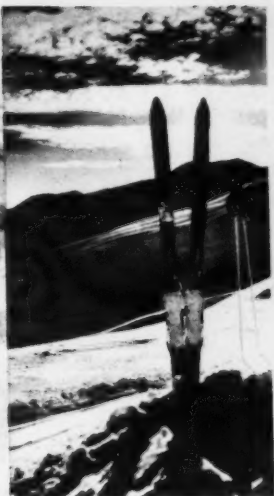
Skiers always want to read about areas they've been to or plan to visit, judging by the letters we get. We've gone to opposite ends of the country—north and south, that is—to oblige.

Byron Fish, in his role as columnist for the *Seattle Times*, has kept that part of the country chuckling for almost a generation. *SKI* readers will find the same touch in *Skiing is Really Different in the Pacific Northwest*.

Vern Rogers, an associate editor of the magazine *New Mexico*, provides a spirited description of skiing in his native state in *The Case for New Mexico*. Having been there, we can appreciate his point.

"Why don't you run more articles on technique?" is a frequent question in letters. The demand is almost impossible to satisfy, although we keep trying.

Providing us with something new is Peter Estin, head of the ski school at Sugarbush, who two years ago aroused considerable comment with his *Look Ma, One Ski*, the results of a broken Achilles' tendon. Peter is back on two skis now, but is still in an experimental mood. This time he explores *Super-Wedeln*. **END**



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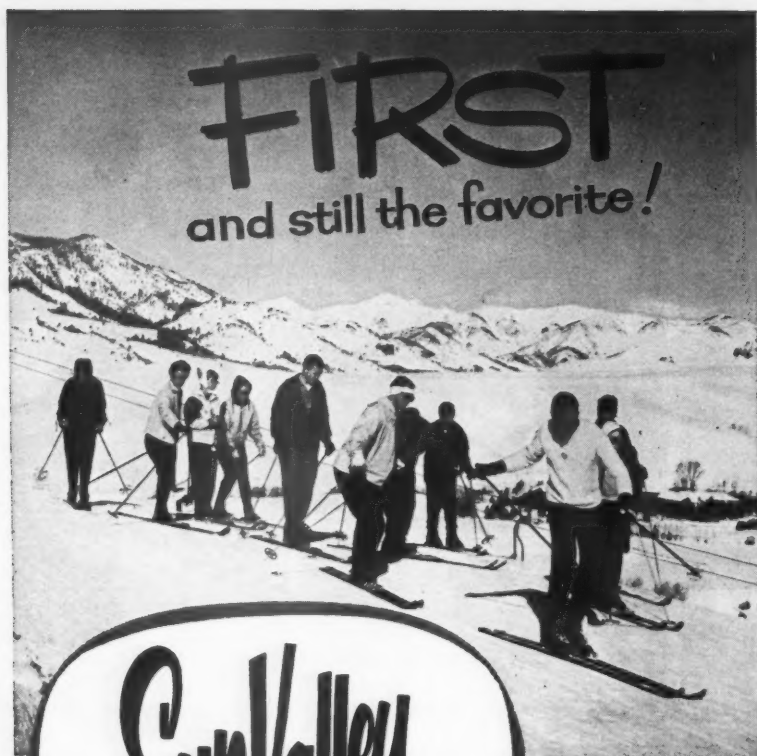
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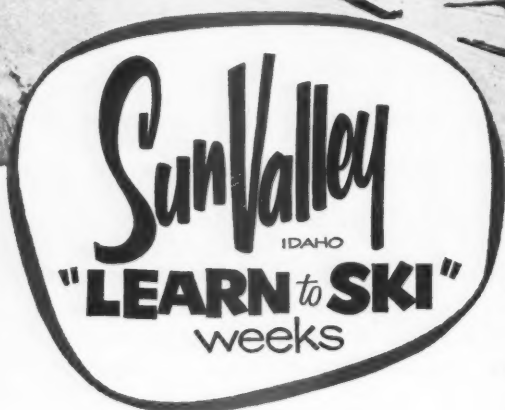
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## Next Month In SKI

SKI's February edition could well be dubbed as a "Competition Issue" since it explores several subjects along this line.

While *The Latest in Race Technique* is intended primarily for the hot shot set, it should be of interest to recreational skiers, too, since it gives an interesting glimpse into the future. The author is **Georges Joubert**, a frequent contributor in the past, but only through extracts from his various books, which he wrote in cooperation with Jean Vuarinet, the Olympic downhill champion. This article, however, is written especially for SKI Magazine.

Equally interesting, particularly since jumping is skiing's top spectator attraction, is an article entitled *Let's Curb the Jumping Judges*. It is the contention of author **David Bradley**, manager of the U.S. nordic and jumping teams, that modern jumping has made many of the duties of jumping judges obsolete.

The problems of amateurism in skiing and in other sports are a "hot" subject, which reached a peak just before the Winter Olympics last year when various high Olympic officials bluntly said that the winter sports were filled with "professionals" and that they would just as soon see an end to the Winter Games. The father of downhill skiing, **Sir Arnold Lunn**, proposes a different solution in "Amateurism: Fake and Genuine," sure to arouse considerable comment.

For a change in pace, SKI offers *The Has-Beens and Never-Weres* a story of races sponsored by the Ottawa Ski Club for skiers who still want to talk about their racing exploits.

One of the best pieces of ski fiction to cross our desk in some time is a story called *Magic on Moonbeam*. The author is **Fred Morgan**, a professional photographer and ski instructor.

*Penny Pitou Speaks Her Mind* for the last time this season with a snappy article which answers the question why there aren't more American Olympic competitors. This one is "must" reading for every racer who aspires to an Olympic team.

With us again is **Miki Hutter**, who in his next-to-last article of the season goes into the secrets of *Pole Action*. Our cartoonist, **Norman Clark**, is keeping us in suspense as to the contents of his next cartoon page, but assures us that it will be funny. Naturally, there will be full-color photography and SKI's usual short informative features about everything in the world of skiing. **END**

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## NEWS IN BRIEF

### Top Skiers are Planning Whiteface Race Events

Some of the country's top skiers are laying the groundwork for the National American Alpine Ski Championships, March 3-5, and the National Nordic competitions, March 15-18, Whiteface Mt., N.Y.

Ron MacKenzie is co-chairman of the event. He was working with A. J. Draper who died unexpectedly Oct. 1, after assisting in the difficult preliminary planning. James Muir, operator of Marble Mt., is sharing the managerial chores for the competitions.

Art Devlin, former Olympic jumper, will be chief of hill for the junior jumping. Walter Prager, former Dartmouth coach and all-time ski great, will play a major role in setting courses for the events.

Others assisting are Roger Peabody, executive director of the USEASA; E. F. Beck, former Olympic competitor; T. C. Welles, former Middlebury College star, and Vern Lamb, Jr., ex-Dartmouth skier. The Lake Placid Ski Club, under president Jack LaHart, is being assisted by several other clubs in the area.

### New Hampshire Ski Info

Ski areas and housing accommodations in the Monadnock Region of southwestern New Hampshire are described in a new pamphlet published by the Monadnock Region Association. Copies may be obtained from the association, Peterborough, N.H.

Information about the North Conway region in New Hampshire is contained in a six-page brochure that may be obtained by writing the North Conway Chamber of Commerce, 22 Mechanic St., North Conway, N.H.

### Hans Palmer at Magic Mt.

Hans Thorne, operator of Magther Mountain Ski Area in Londonderry, Vt., has announced that Hans Palmer will be associate director of the Hans Thorne Ski School at the area.

### Australian Seeks Advice

Ernest Forras, Australian ski resort promoter, is on a six-month tour of U.S. ski resorts getting technical information and advice for the building of a million-dollar ski resort in the Australian state of Victoria. Forras is visiting such resorts as Aspen, Squaw Valley, Stowe and Sun Valley.

### Believe It or Not

Snow in the middle of October? Yup. Taos Ski Valley at Taos, N.M., has snow as early as October 14. Commented Manager Ernie Blake: "We won't open for business yet, nobody



EF would believe us anyway." By now Taos is deep into another season of New Mexico skiing.

## skiers ISA Competition Schedule

The schedule of races sanctioned by the Intermountain Ski Association arrived too late for inclusion in SKI's competition schedule in the December issue. Following are the ISA races for the rest of the season:

Jan. 1, Four-event, Colorado University, Steamboat Springs.

Jan. 7, Snow Cup giant slalom, Class A, Alta.

Jan. 14-15, Majestic Cup, Class A and Jr. I-IV, Brighton.

Jan. 14-15, Four-event, Denver University, Winter Park.

Jan. 21-22, ISA championship downhill and slalom, Salt Lake Ski Club, Alta.

Jan. 29, Solitude Cup giant slalom, Peabody, Usquebaugh Ski Club, Solitude.

Feb. 4-5, Four-event, Western State College, Gunnison.

Feb. 5, Hoover Memorial Cup giant slalom, Timp Haven.

Feb. 5, ISA giant slalom, Jr. I-IV, Snow Basin.

Feb. 10-11, Four-event, Nevada University, Reno.

Feb. 11-12, ISA downhill and slalom, Jr. I-IV, Jackson.

Feb. 18, ISA giant slalom, Jr. I-IV, Salt Lake Ski Club, Alta.

Feb. 25-26, ISA tryout downhill and slalom, Jr. I-IV, Pocatello.

Mar. 4-5, Four-event, collegiate, Solitude.

Mar. 25, Tribune giant slalom, Jr. I-IV, Salt Lake Ski Club.

## New Areas, Improvements Add to Ski Facilities

Records are being piled on records this year. SKI's count on new lifts has reached 115 with the report of three more.

Two new areas—Valley Schuss ski area at Orangeville, Ont., and Powder Hill at Middlefield, Conn.—are installing overhead lifts. Red River, N.M., has also installed another lift.

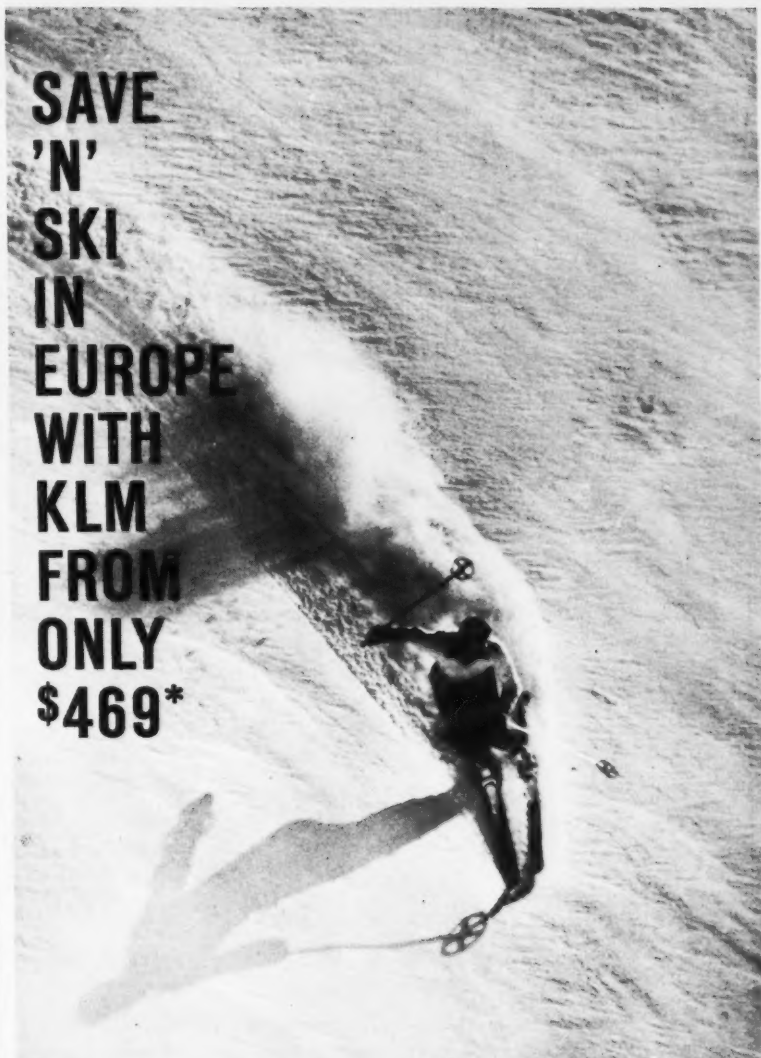
Reports of area improvements for the 1960-61 season are still coming in. Following are a few more summaries:

The Steamboat Springs Winter Sports Club in Steamboat Springs, Colo., has done some refurbishing at its area with clearing of trails and revamping of its two jumps. The Olympiad Hotel has also been redecorated. Steve Rieschl will be the new jumping coach and Carl Schnackenberg has been added to the ski school staff.

Birch Hill, Paterson, N. Y., has one

*continued*

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#### NEWS IN BRIEF

new intermediate trail 2,000 feet long with 150-foot drop and has added new 90- by 30-foot lodge.

Another new area in Maine is Sugar Horse Mountain at Dixmont with a new roller T-bar to serve a mile of trail. There is a new 32- by 62-foot lodge and parking available.

Six miles east of Orangeville, Ontario in the Hockley Valley, the Valley School Ski Club has erected a 2000/325/80 Pomalift to serve four trails for all classes of skiers. There is a new 40- by 36-foot chalet and parking for 250 cars. The area also has a Bombardier for slope maintenance.

Pennsylvania has added the Highland Ski Area at Huntersville, eight miles north of Muncy and a short distance from Williamsport. Snow making machinery will supplement natural snow cover on an 800-foot slope. In addition there are four more slopes and trails up to 1,800 feet long. This year a ropeway will furnish uphill transportation. A T-bar is planned for next season. There'll be a ski shop and instruction for beginners.

Besides a new T-bar, the Chantecaille ski area at Ste. Adele, P.Q., has made several other improvements. The Cabane Blanc restaurant has been moved from the foot of the slopes to make more room for skiers. A Sno-Cat has been acquired for slope maintenance.

Colorado is getting another area. St. Mary's Glacier in Idaho Springs. SKI inadvertently placed this area in Idaho in the December issue. St. Mary's Glacier will have an 809/85/500 Pomalift to serve three trails for beginners and intermediates on a 900-foot slope. Plans also call for a ski school.

Another Connecticut area will be in operation this season at Middlefield. Called the Powder Hill Ski Area it will have about two miles of trails and slopes served by a T-bar and four tows. Snow making machinery is planned to give constant coverage. There will be night skiing. Facilities will include a ski shop, ice skating rink and lodge. The area is only twenty-five minutes from Hartford and New Haven. Louis and Herman Zemel, New Haven businessmen, are the developers.

Improvements at Red River, N.M., include the 800-foot Pomalift mentioned in the December issue and a 600-foot alpine platter lift. The platter lift replaces the rope tow in the beginner area. Toni Woerndle has returned as ski school director.

Davos Ski Area at Woodridge, N.Y., in the Catskills, has expanded its intermediate runs and increased the capacity of the chair lift thirty-five per cent.

*continues*

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### NEWS IN BRIEF

The snow making equipment has been increased and the access road from town has been paved.

#### Camp for Junior Racers

Plans are already under way for second summer ski camp for junior racers at Mt. Baker, Wash. The first camp for groups from the West and East, was held last summer under the direction of Franz Gabl and Grady Erickson, with the cooperation of Ivor Allsop, manager of the Mt. Baker Ski Area. Sugarloaf Mt. ski school instructor Tom Reynolds assisted Erickson.

Two eastern groups of forty boys each and western and midwestern groups will attend the camp next summer. For information about the camp and the showing of a free movie or color slides taken last summer, interested persons should contact Grady Erickson, 31 Cedar St., Augusta, Me.

#### Winterskol at Aspen

Aspen's Winterskol, which was not held last year for the first time since its inception in 1951, will be held Jan. 11 to 15 in 1961. Events scheduled include a saloon slalom, ski movies, a challenge race between Stein Eriksen and Tom Spiess, a parade and coronation ball. The Aspen invitational junior four-week meet will be held Jan. 14 and 15 in conjunction with the Winterskol.

#### Ski Area for Development

The U.S. Forest Service is looking for someone to develop Sultan Mountain near Silverton, Colo., as a winter resort. The development program set up by the Forest Service envisages four lifts with a double chair or gondola type lift as the main uphill transportation. The area is in the San Juan National Forest. Anyone interested in submitting a proposal should contact the Forest Supervisor, Durango, Colo. The deadline for proposals is March 15, 1961.

#### Valar Adds Instructors

Three new Swiss ski instructors have been added to Paul Valar's school at Cannon Mt., N.H. Paul Pfosi will direct the Franconia junior training program and teach advanced classes. Arthur Furrer, a veteran guide and racer, and Rose-Marie Schlunegger, member of a famous skiing family, are the other new instructors.

#### Memorial for Bill Gross

Plans are under way for a Bill Gross Memorial to honor the former head of the New York City ski patrol who died Oct. 25, 1960. Four members of the New York City ski patrol are serving on a memorial committee. Gross was a

*continued*





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pion, Jean Vuarnet, at Courcheval, Val d'Isère, Morzine, La Clusaz and other fast-paced resorts. There's a high pitch of keen competitiveness, here, for the skilled skier . . . who should also note that Chamonix is already preparing for the F.I.S. Championships in 1962.

See your travel agent or write Dept. SM-1, P.O. Box 221, N. Y. 10. French Tourist Office: New York, Chicago, San Francisco, Los Angeles, Miami, Montreal.



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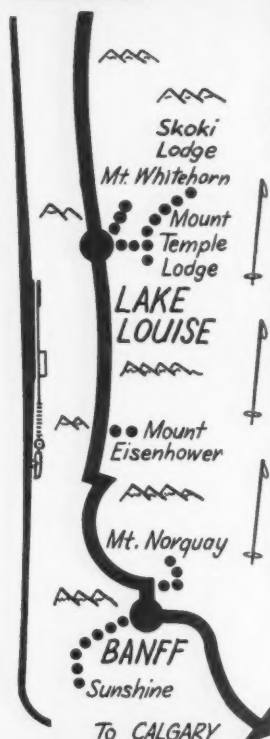
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## NEWS IN BRIEF

well-known skier and a national ski patrolman. The type of memorial has not been decided yet.

## Penny Pitou Appearances

Olympic silver medal winner, Penny Pitou, fashion consultant for White Stag Mfg. Co., will be in the following cities in January:

Elmira, N.Y., 3; Plattsburg, N.Y., 4; Buffalo, N.Y., 5; and Erie, Pa., 7.

## Ski Center for Teen-Agers

The Shaker Village Teen-Age Ski Center has been organized in an old Shaker village about eight miles from Pittsfield, Mass., on the Massachusetts-New York border. Sponsored by the Work Education Foundation, the center is under the direction of Jerome Count, president of the foundation, and Alex Marsten, Pittsfield skier and ski shop operator. The teen-agers will have their own mountain with a 550-foot vertical drop and trails designed by Sel Hannah for all classes of skiers. Ski rentals will be available and instruction will be provided. Snow making equipment will be installed on the beginners' slope.

## Black Mt.'s Twenty-Fifth

Black Mountain at Jackson, N.H., is celebrating its twenty-fifth anniversary this year. A number of improvements, which were reviewed in SKI's December area roundup, have been made. Still head of the ski school is Arthur Doucette who came to Black Mountain in 1935. His only absence during the twenty-five years has been for service in the 10th Mountain Division during the war.

## Mont Habitant Ski Camp

Mont Habitant at St. Sauveur des Monts, P.Q., will begin its ski camp for children from five to sixteen years of age on Jan. 7. The camp includes twelve two-hour lessons. Ernie McCulloch, a director and chief examiner of the Canadian Ski School Alliance, will examine the campers at the end of the season.

## Bromley Family Rates

The Bromley ski area at Manchester, Vt., is offering a family lift rate along with its other family specials, the nursery and kiddies' ski school. The new rate makes it possible for one parent to ski at the junior price. The first parent pays the daily rate of \$5.50 and the second parent and each child sixteen and under pay \$3.25 each for the day. Rates apply Monday through Friday, Jan. 2 to Feb. 10 and Feb. 27 to the end of the season.

END



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## LETTERS TO THE EDITOR

### Women Langlaufers Wanted

Sirs:

I have just received a letter from Mr. Melville (president) of the National Ski Association in regard to the possibility of trying to get a women's U.S. nordic team organized.

Could you ... ask in your magazine if there are any other females in the country interested besides me?

Carol Benjamin

1737 Lafayette N.E.  
Albuquerque, N.M.

### Omission

Sirs:

In your otherwise informative article on European travel for the winter season (November 1960), you failed to include Swissair in your list of ski-wise travel sources ...

Fred Quanjor

Denver, Colo.

• *SKI Magazine goofed and herewith returns Swissair to the ski-wise roster where it belongs. The address is Swissair, Dept. SM-1, 3 East 54th Street, New York 22, N.Y.*

### 'Most Stupid'

Sirs:

The article "The Stowe Rating System" (SKI, November 1960) is, without any exception, the most stupid article ever printed.

Come, come girls—and this includes Bill Wallace and Russell Spring.

Mrs. W. E. Wheeler

Denver, Colo.

### Stowe Rating Unfair?

Sirs:

May we protest the unjustified disqualification handed out to Miss Betsy Snite when, according to your story on the "Stowe Rating System" (SKI, November 1960), her perfect score was nullified on the grounds of custom tailoring?

Miss Snite works for our firm, both as a very able billing clerk and as an excellent model. It is in this latter capacity that she has to display all kinds of ski wear, including Bogen pants and suits in every imaginable shade. And while it is true that she does own a few made-to-measure garments, it is her ability to consistently enhance the regular production-line pants that marks her as a true natural champion.

We would like to suggest that rather than disqualifying Miss Snite

*continued*

SKI, JANUARY, 1961

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# 59

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### Letters

the technical committee re-examine the qualifications of its so-called "qualified judges. Today, when any truly female skier tries to collect stretch pants the way Indian braves used to collect scalps, a sound rating system must be based on the totality of the effort rather than a single manifestation. It is the ability to discard externals and penetrate to the fundamentals that distinguishes the truly qualified judge, the divides—as it were—the men from the boys.

Wolfgang Lert

Hagemeister-Lert, Inc.

San Francisco, Calif.

### Confused but Happy

Sirs:

I've enjoyed your magazine for over twenty years ... Yet lately ... I find that I'm becoming confused.

All the articles concerning "Easy Skiing" and "Learn to Ski in One Day" are a kick to read ... Reverse shoulder heelt thrust, twisting of hips and even looking sideways and backwards while skiing frontwards sound like great sports. Then I study all the action shots ... but all the people seem to be rotating ... the deep snow skiers ... even the Olympic racers. They all appear to be turning the upper body with the skis. Strangest of all, these skiers look when they are going to turn next ... Not a single one is all revolved around looking to see where he or she has been.

Why fool people. Skiing is not learned in an hour or a day or a week or even a year. Like flying it takes a while. There are no short cuts.

Hutter's recent bit about effortless skiing is left field. Laughlin's story about skiing in our own country is most tremendous and should be a must for all ... to read.

Ed Lynch

Delta, Colo.

### Orchids for Otto

Sirs:

It was my oversight that the new note (News in Brief, February 1960) crediting creation and completion of the Whiteface Mountain Ski Center to men who served with the 10th Mountain Division—which statement, by the way, is borne out by the records of the state of New York and the independent recollection of surviving officials of the state and of the Adirondack Mountain Club—did not include the further comment that of course this ski center would never have come into being without the work and example of Otto Schniebs.

Otto's generosity in laying out pilot ski trails on state land in the Adiron-

continued



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**SSS**

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You are provided with a \$6.00 a year Hilton Carte Blanche credit card, honored at numerous ski shops, lodges, hotels, motels, restaurants, 32,000 Mobilgas stations, the year around. \*Subject to credit approval.

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### Ski resort data

More than 500 ski areas are indexed in the 146 page "Directory of Ski Resorts", listing location, area facilities, rates, special features, road maps, ski lodges.

**SSS**

### Travel bureau service

Full ski vacation counsel by our travel specialists, including the availability of our exclusive installment credit plan.

**SSS**

### Theft protection service

Ski Serve "Engrave-mobile" units will notify you of dates they will be at your favorite ski areas to engrave your skis with name, address, and Ski Serve national registration number without charge. Two decals will be mounted reading: "Ski Serve will pay \$50.00 cash reward for the arrest and conviction of anyone who steals this ski."

**SSS**

### Ski Servicenters

At all major ski areas in the country, authorized representatives of Ski Serve offer many free services such as check-cashing privileges up to \$100.00, baby-sitter exchanges, share expense information, last-minute reservations, traveller's aid.



**SSS**

### Ski breakage service

Ski Serve will pay damages for rental ski equipment breakage, and should you shatter your own skis while skiing, up to \$5.00 will be paid to you for ski rental charges incurred at any ski area ski shop.

**SSS**

### Ski publication subscription

A free \$3.00 one year subscription to your choice of any of three national ski magazines.

**SSS**

### New skier's service

Beginners and novices receive special attention, with expert guidance on all phases of skiing without charge. Mail inquiries answered promptly.

**SSS**

### Complimentary ski lesson

Cross-country vacationists may take an all-day ski lesson without cost at Sun Valley, Aspen, Stowe, or Mt. Snow. Beginners are reimbursed the full cost of a half-day lesson at any area ski school.

**SSS**

### Ski Serve monthly bulletin

"Tips N' Tales", a lively newsletter packed with practical tips on skiing and ski travel plus newsworthy tidbits from the ski set.

**SSS**

### Bail bond and arrest bond service

Car owners involved in a ski trip traffic

violation are entitled to be bonded up to \$5,000.00 by a nationally-known bonding organization.

**SSS**

### New car service

Organizational purchasing agreements with S. S. S. affiliated new car dealers make it possible for Ski Serve members to buy new cars at substantial cash savings beyond the customary price allowances, including financing at below-bank rates.

**SSS**

### Deluxe overnight bag

A precision-made, snow-proof, flight bag with zipper closure contains your membership packet.

**SSS**

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Skiers incurring excess baggage weight charges on ski trip transatlantic air flights are reimbursed up to half the cost of their Ski Serve membership fee.

**SSS**

### 10% cash savings

NSA members pay only \$9 a year for Ski Serve membership.

**SSS**

### Year 'round membership

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## Letters

dacks; his conviction that nothing was impossible where skiing was concerned; and his actual work on Whiteface over the years, all served as evidence that no matter what the difficulties, Whiteface could and would be built. In fact, what he did for Whiteface is considerably less significant than what he did for American skiing. He is certainly the father of the sport in its modern form in this country, and every ski area is a monument to his inspirational leadership.

Hal Burton

Locust Valley, N.Y.

## Gmoser's Boswell

Sirs:

Your story "High Route to Adventure" by Hans Gmoser (SKI, December 1960) was superb, but what have you got against Pat Boswell? Everyone in the expedition was individually portrayed—except Pat.

Frank Thompson

New York, N.Y.

• Space—not outer-problems sometimes get the better of us at the last minute. We present him herewith—Ed.



## Good Suggestion

Sirs:

I think you could improve the sale of your magazine if you put more articles on jumping in it. I do not want to criticize your magazine, but most of the kids that buy magazines on skiing look for jumping in them.

As you should know Ishpeming is famous for jumping. The Upper Peninsula of Michigan is mostly for jumping and so are a lot of other people. I think it would not hurt . . . to cut out some of the slalom for jumping . . . then you would be adding to different types of skiing so that both jumpers and slalom riders will be interested in your magazine.

Dale Fredette

Ishpeming, Mich.

• More on jumping coming up in the February issue—Ed.

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SKI, JANUARY, 1961

# LAURENTIANS

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A cozy, comfortable inn well known for its super cuisine and friendly atmosphere. 15 new rooms, each with private bath and shower. New lounge with fireplace. Dancing nightly in cocktail bar with live music. Located within minutes of Tremblant's chair and new T-bar lifts. Cottages with private showers available. Rates from \$8 including breakfast and dinner. Leo Samson, Proprietor. Tel. St. Jovite 425-2738.

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## THE BELLEVUE

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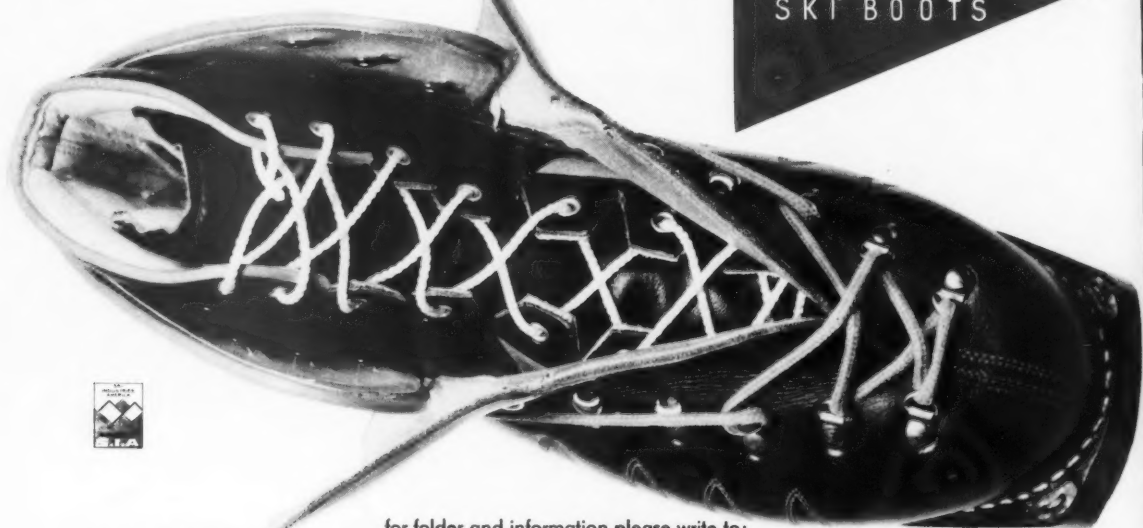
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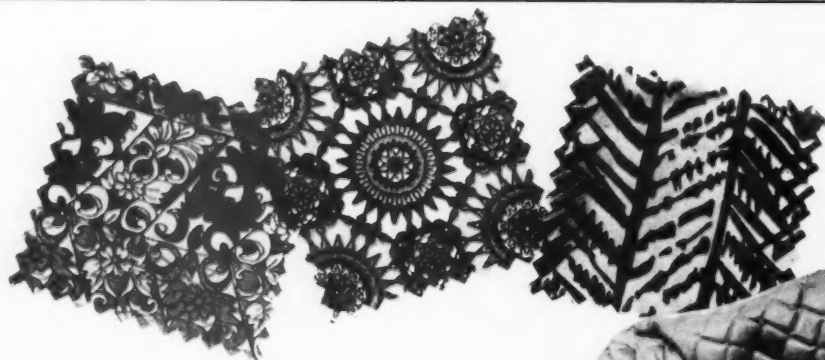


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# How I Skied for a Week on \$25

by Doug Pease

It all started when I stepped from the humdrum non-ski world into a convertible driven by three Hungarians, and I am not kidding about three drivers. One steered, one did the passing on the hills and the third looked up occasionally from his battery of maps to scream out "Ve turn now!" It was my job to keep four pairs of skis from launching through the windshield every time the car stopped; after all, I was only a hitchhiker.

"Shall we pass him?" asked the helmsman, pulling up on a hay truck.

"Of course," answered the hill passer.

"Go . . . hurry up . . . go!"

"It's as fast as I can make it go!" yelled back the helmsman.

"Don't pass, you idiot!" screamed the navigator, taking a quick bearing. "Ve haf to turn soon."

I must have moaned when I covered

my eyes. "Here, have some of this," said the hill passer, handing me a bottle of firewater, "you'll feel better." The hundred-plus proof deadened my nerves sufficiently to stall off a nervous breakdown before we reached our destination.

The ride in the convertible was the first 190 miles of a trip which was to last a week. On reflection it was better than the cattle truck, but the plush upholstery of a high-priced sedan was a great improvement over both. The point is that you can't be fussy about transportation solicited at the beck of a frozen thumb when you have \$25 in your pocket and are determined to make it last for a full week of skiing.

At Jay Peak, close to Vermont's northern border, I demanded to see the manager. After a short wait, Walter Foeger appeared, wearing his smile and working clothes. As manager and ski school

director at Jay Peak, his day is a full one.

"So, what can I do for you?" he asked. I explained that I was a big time writer and wanted to cover his growing Jay Peak development. "And," I finished heartily, "I'd like a free day pass."

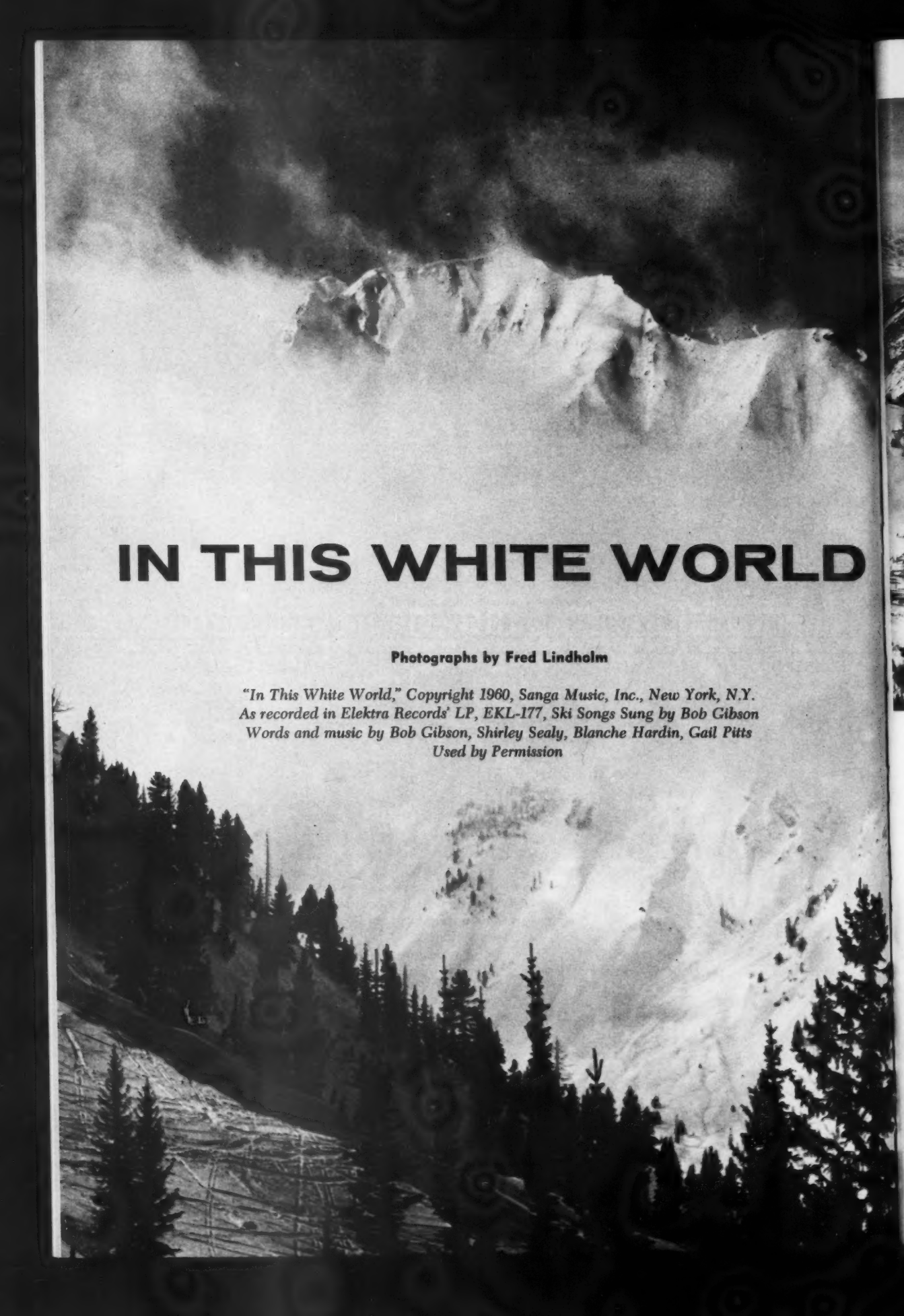
"Sure," answered the inventor of the Natur Teknik, "sure, you just watch and see what we do here."

I watched children and old ladies skim down Jay Peak's open slope. All skiers assumed the stance characteristic of the Natur Teknik and they appeared to be cranking themselves downhill with their arms and a little hop.

"Steady . . . steady!" Foeger would bellow, or "Caramba! you are all over down!"

Amazingly, I never saw a Foeger pupil all over down, even while skiing

*continued page 84*



# IN THIS WHITE WORLD

**Photographs by Fred Lindholm**

*"In This White World," Copyright 1960, Sanga Music, Inc., New York, N.Y.  
As recorded in Elektra Records' LP, EKL-177, Ski Songs Sung by Bob Gibson  
Words and music by Bob Gibson, Shirley Sealy, Blanche Hardin, Gail Pitts  
Used by Permission*



*In this white world that reaches the sky,  
I found a future for me;  
Just standing there on a high mountain side,  
I'm ruler of all I can see.  
The snow is my lover  
The sun is her kiss  
The wind sings a love song to me...*



*With the wind and the sun  
and a vast snowy run  
And just like an eagle I'm free  
For my skis are the things  
that give me my wings  
Make me an eagle and free.  
If you see a track in the  
powder white snow  
Etching a trail 'neath the sky  
Then look for a skier  
whose heart's in the clouds  
And the song in his heart  
tells you why.  
He soars through the spaces,  
he flies through the trees  
He races the wind rushing by,  
For here is a man  
with his spirit fulfilled,  
An eagle who must ever fly.*



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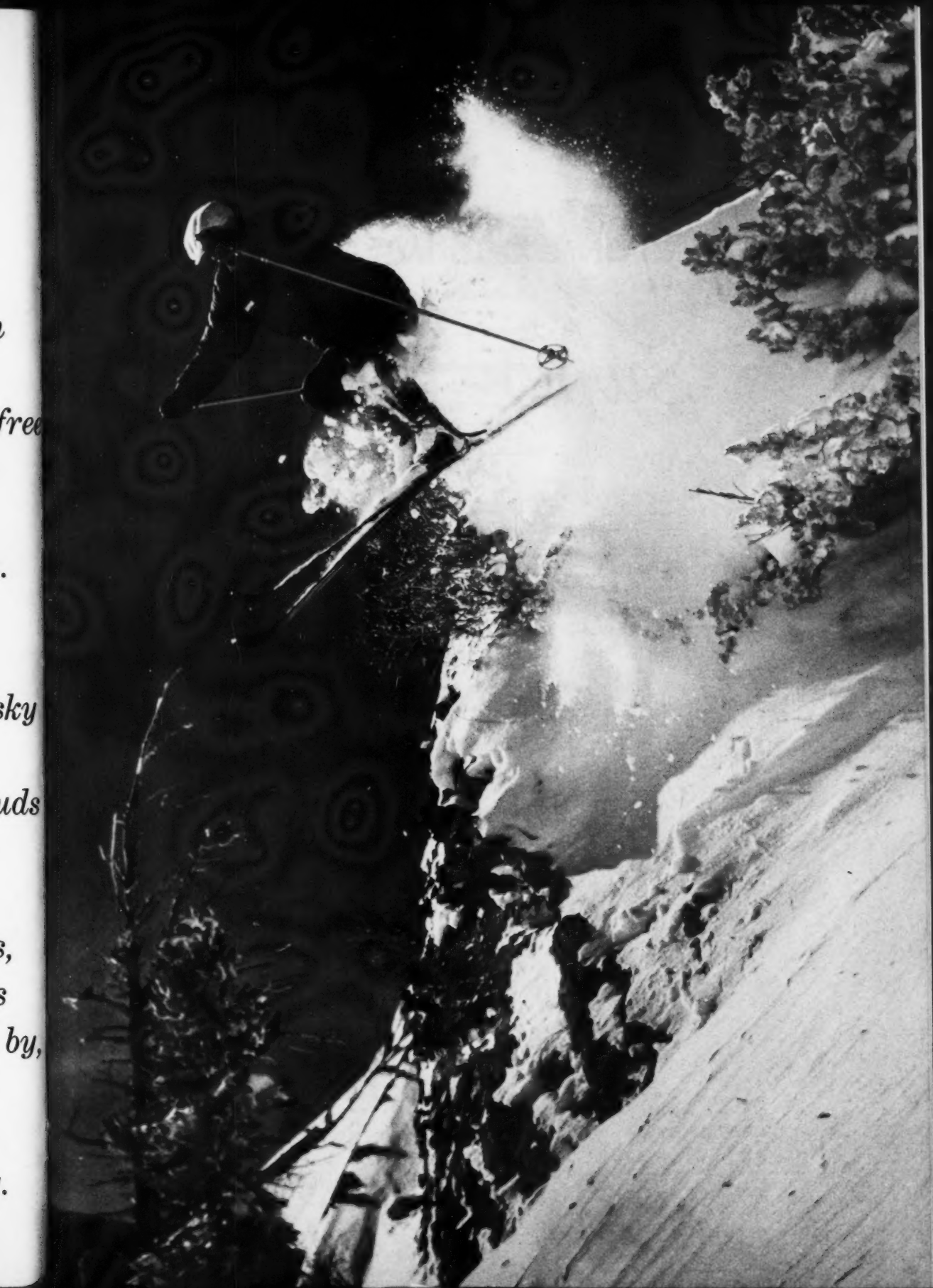
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## PETER ESTIN EXPLAINS

# Super-Wedeln

PHOTOS BY HANS CARROLL

**S**ki technique never stands still. A system is evolved. The critics go to work. Even before the system is generally accepted — or possibly to gain acceptance — modifications are made. Nowhere has this been so graphically demonstrated as in the New Official Austrian Ski System, which has spawned a host of derivations. Far from being the last word — which I am sure its authors never intended — it merely triggered new developments leading to further advances in technique.

The ultimate reason for technique is control. If this were not the case there would be no point in going to the length we do in evolving technique. But, and here is the nub of the problem, we also want speed. Reconciling these two conflicting elements is the purpose of building systems in the attempt to give us more of both.

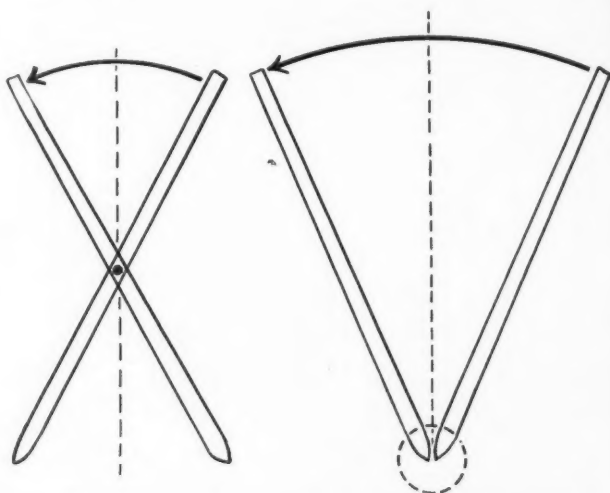
Therefore the effort of the ski technician must always be in the direction of making turning easier and more efficient. And just as engineers found that machines with fewer moving parts were more efficient, so ski technicians found that skiing was more efficient if unnecessary motions were eliminated or minimized.

Super-Wedeln is built on just such a basis. We have attempted to eliminate the down-up-down motion as a means of unweighting and substituting a horizontal unweighting and more pole action instead; and instead of turning the skis by pushing out the heels and pivoting around their tips, have substituted swiveling of the skis with the point just forward of the heel as the pivot point.

Let's look at the details in the photos and diagrams which follow:



*"Horizontal unweighting" is a sideways push of the edged ski against the snow instead of down-up-down motion used in conventional unweighting*



*By swiveling skis at a pivot point in the center of the skis just in front of the heel (right) instead of pushing the tails of the skis out as in heelthrust (left) time and effort to turn skis is halved*

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*The action in the super-wedeln swivel is in the legs from the knees down. In this sequence the poles are tucked under the armpits merely to emphasize the counter-twist. This twist eliminates the need for down-up-down motion to unweight. Note that the weight is just in front of the heels instead of forward as in conventional wedeln. Also note the swivel action of the skis in relation to the trees. Both tips and tails turn in a propeller-like fashion rather than the tails only as in the usual heelthrust*

*The sequence on the right shows the vital pole action which makes swiveling on uneven or rutted terrain possible. In the preparatory phases, just prior to placing the pole, weight has shifted to the uphill ski. Actual placement of the pole results in a short unweighting of both skis, which makes the speedy swivel action possible. As turn ends the other pole is already cocked for next turn*

*continued*



## Super-Wedeln

*These three pictures show the various degrees of the comma position in super-wedeln. The top picture shows no comma, the second a partial comma and the third an extreme comma. The body breaks at the knees in all comma positions while the upper body remains in relatively the same position except for the degree of side-to-side swing*

*The series on the left shows that swiveling is not done on equally weighted, flat skis. In the top picture weight is shifted to the uphill (right) ski for swivel to the left. In the second picture weight is primarily on the inside edge of right ski after the fall line has been crossed. Until fall line has been reached the right ski is shifting from outside edge of right ski to flat ski and then to the inside edge. Note in the fourth picture the use of terrain variations to facilitate the swiveling action*

*This series shows the details of the beginning and end action of turns to the left (first two pictures) and to the right (second two). Comparing the second and third picture note how weight has shifted, how the ski tip has been advanced and the change from the extreme to the partial comma position*

*continued*





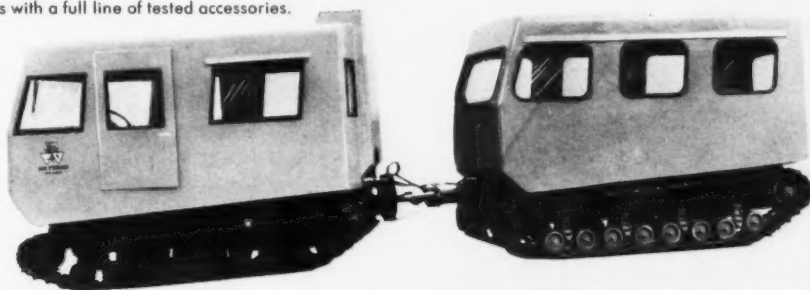
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Please send me details of membership in my Division of NSA, including ski accident insurance.

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## Super-Wedeln

The sequences on these and the next two pages are designed to show the various aspects of super-wedeln in the course of a series of turns. Throughout you will see the repetition of check, pole plant, swivel which is one of the characteristics of super-wedeln. Other aspects will be noted as they come up

The poles are held relatively high and are brought forward by wrist action rather than arm motion. This prevents change in correct position of the body

By looking toward the valley at the end of the turn and by bringing the arm back the check and the right position for pole planting are automatic

continued

*in a class by itself\**



*Pedigree*

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ward by  
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LOOK FOR THE "OLD  
MAN OF THE MOUNTAIN"



**CARTER & CHURCHILL CO.**  
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## Super-Wedeln

*Note how the side of even a small terrain variation can be used to aid swivel action. In this particular case, the pole is planted on top of the bump*



*Some idea of the ease and speed of turning in super-wedeln can be gained by noting the relative position of the people in the background. This is due to the efficiency of swivel principle*



*Pole planting action is aided greatly if pole straps are short. Short pole straps give the hand support and prevent loss of grip as pole is planted*



*Note how knees and boots are closely pressed together. This is vital in super-wedeln. If skis come apart it is virtually impossible to swivel the skis*



and speed  
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This is the first in a series of samplings of the enthusiastic endorsements which pour every day into our office from everywhere in the world:

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There are a lot of differences between Sugarbush Valley and Africa, where we are now. For instance, there's an elephant just outside my tent who won't let me come out, even though I want to quite a lot. Nothing like that could ever happen at your beautifully run resort, I'm sure.

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On the other hand, we often have bush-buck stew and hippo tenderloin whereas you probably don't serve these items on a regular basis.

The really obvious difference to even the most un-initiated is that in Africa hardly anyone wears stretch pants at all. We do have our skis on the Land Rover but so far have found scant use for them, our travel agent's advice to the contrary notwithstanding. To sum up, Africa and Sugarbush really have nothing in common. We do miss your beautiful runs, your powder snow and your gay night life. Above all, we miss you, dear old non-

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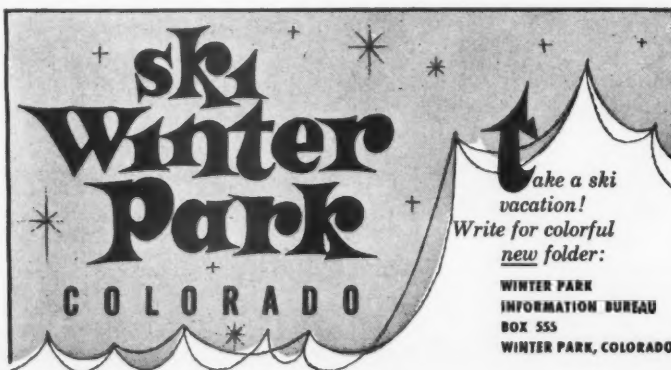
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## THE GOLD ME

Ro

FIRST, MEN'S GIANT

by Fritz Dürst

Roger Staub's victory in the men's Olympic giant slalom was more or less expected by the experts who were assembled at Squaw Valley. In contemporary parlance, "he was due."

The glitter of gold always tends to obscure realities and one should resist the temptation to call his victory "easy." It was anything but that. There were agonizing moments during the race itself and his road toward the victory stand was paved with rough cobblestones.

Perhaps the most difficult barrier for Roger to break was the psychological one. He burst into prominence by taking fourth place in the 1956 Olympic downhill at the age of nineteen. From that moment on Switzerland banked on him to end the long victory drought in the men's events of major international competition.

It would be too strong to say that he disappointed his countrymen, but by one of those twists of fate he never quite fulfilled their hopes either. He finished second so often that he was called the *ewige Kronprinz*, which is the equivalent of "always a bridesmaid, but never a bride."

His own good nature contributed toward the frustration of his fans. Disarmingly casual, he takes both victory and defeat in stride. Furthermore his actions made plain that skiing, while his favorite, is not the only sport which demands his attention. He is an enthusiastic and successful water skier, an excellent tennis player and is not above a fast game of ice hockey or a few rounds in the boxing ring. This seeming lack of dedication has irritated critics, who have maintained that with the right amount of concentration Staub could easily have been another Sailer.

His happy-go-lucky approach is deceiving, and his critics forget that he came to serious competition at a relatively late age. Before turning to skiing he was well on his way to becoming one of Switzerland's outstanding hockey players as a member of the Arosa Ice

# Raub

IC WINTER GAMES 1960

Hockey Club. As a native Arosan he naturally skied, but it was not until he was seventeen that he really turned to ski competition.

His rise was rapid enough and after his success at the 1956 Games everyone expected miracles. He continued to improve and by 1958 was good enough to take a second in the downhill, a third in the giant slalom and a third in the combined at the FIS World Championships at Badgastein. But this didn't silence his critics for long. What they failed to note was that Roger was becoming a steadier racer all the time—never out of the first ten and usually in the first three.

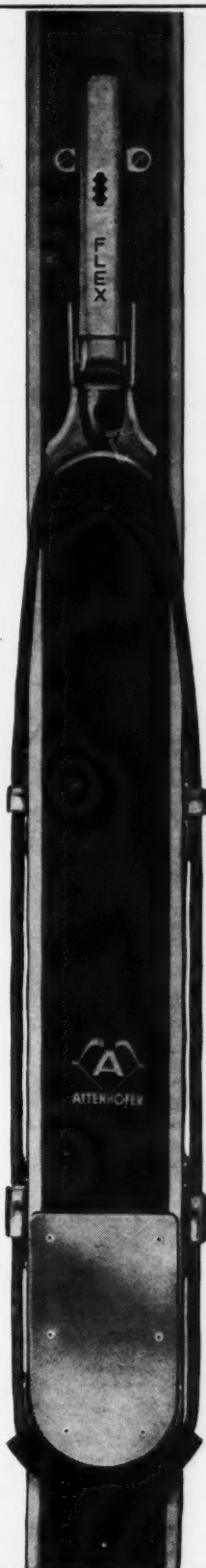
He was off form at the start of the 1959-60 season. His performances at Wengen and Kitzbühel were so disappointing that there was serious speculation that he might be "over the hill." His disclaimers—the first ones he had ever made in his racing career—that these races didn't matter and that he was aiming for the Olympics were greeted with cries of "sour grapes" by the editorialists.

By the time the Swiss team reached

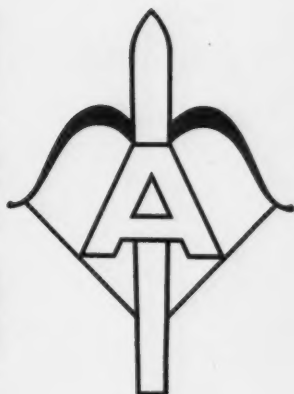
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*Staub squints at the scoreboard after the downhill to see if he is still in the running for FIS combined title*

Wolfgang Lert Photo



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### Roger Staub

Squaw Valley, however, it was clear that Staub was rounding into shape and would be a serious threat both in the downhill and the giant slalom. And in the draw for starting numbers in the giant slalom he drew an almost ideal No. 6.

The course on KT-22 was the work of U.S. Olympic veteran Barney McLean, who had set fifty-six gates for a smooth, fluid run, but with enough surprises to keep the Olympians on their toes. The only flaw was a thirty-five-mile-an-hour wind at the top, but this didn't bother the early starters.

The third runner out of the starting gate was Austria's Pepi Stiegler. He seemed slow on the upper section of the course and it was a great surprise when the word came up from the bot-

tom that he had posted a run of 1:47.8. Staub, who went down three minutes later recorded 1:48.3.

Those watching from the bottom were equally puzzled. Staub's run had all the hallmarks of a winner. He was moving fast, but at all times seemed under perfect control.

"The piste was fast and in perfect condition," he said as everyone was trying to figure out what happened, "and I was never in danger of falling. I never had to use my edges for braking."

It took eighteen minutes for the mystery to be resolved. From the starting gate the word came that Stiegler had jumped the gun by .9 of a second. This put the Austrian into second place with 1:48.7, only .4 seconds behind Staub.

"Those were the worst minutes of my life," he said later.

END

*Roger Staub is on the last leg toward victory as he heads for the finish line in the men's Olympic giant slalom on the lower part of Squaw Valley's KT-22*

Wolfgang Lert Photo







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Ira Spring Photo

*A more unusual aspect of Pacific Northwest skiing. A party of ten with a strong urge to get away from it all was flown to a snow field on 10,258-foot Glacier Peak to make the climb to the summit before savoring the long, long downhill run*

## *Skiing is Really Different*

by **BYRON FISH**

**A**bout thirty years ago, snow in the Pacific Northwest fell only on mountains and Norwegians. Both were plentiful—still are—and to get snowed on, the Norwegians had to go only a few miles from home.

Everybody else stayed out of the mountains during the winter, until they became curious about *skiloping*, which is what fellows named Ulland, Hvam, Qvale and Borgerson said they were doing.

Word got around that the idea of skiing was to plummet down a steep slope and leap two or three hundred feet off a cliff.

"Sounds like fun," said a number of heretofore inno-

cent bystanders, and they tried it. As a result, sporting goods stores began offering a package deal. One could buy his skis and crutches together.

After an interval of crash landings, it dawned on the novices that the Norwegians had grown up with their feet mounted on runners. Free classes were started for those subdued enough to begin at the sitzmark bottom and learn to ski before they jumped.

There was an interruption called World War II, but by now Pacific Northwest skiing is into what might be described as the second generation. The sport is avidly followed by all ages, from toddlers to grand-



Josef Scaylea Photo

Pacific Northwest ski areas are only a short drive from its metropolitan cities, a strong inducement to family skiing. This is the busy Snoqualmie Summit area, one of several in Snoqualmie Pass, which cuts through the snow-rich Cascades

## re the Pacific Northwest

**Seattle's top columnist and ski enthusiast tells why his region offers some of the most unusual skiing in this country**

parents, most of whom have taken the lessons of the non-Norwegian pioneers to heart and start with some instruction. As a result there is a profusion of ski schools of all descriptions and sizes.

Perhaps up to this point this pattern was much the same all over the United States, but beyond it Pacific Northwest skiing has characteristics peculiar unto itself. These are shaped by climate, rugged terrain, season, types of snow and distribution of population.

The situation most difficult for a non-resident of the Pacific Northwest to visualize is that the vast majority of the five million persons who live in the coastal strip

from Medford, Oregon, to Vancouver, British Columbia, see snow on their home roof only briefly, if at all, during the course of the winter.

The largest city, Seattle, is in the same latitude as Quebec, but there are many years during which motorists don't need anti-freeze.

However, residents of that city are in sight of snow the year around, if we count the high peaks and glaciers, and in midwinter it is less than two hours drive from bare ground to snowfalls two stories deep. The extreme contrast is found in Vancouver, British Co-

*continued*



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*Vast mountain vistas of indescribable splendor open to Pacific Northwest skiers who climb to the many peaks of the Cascades. This is a view from Mount Rainier*

#### Pacific Northwest

lumbia, where skiers can hop on a city bus and find a chairlift at the end of the line.

So, the first peculiarity of skiing in the Northwest is that there are few resorts where winter sports fans can stay overnight. Home, or lowland hotels and motels, are too handy to have allowed the development, so far, of resorts for remaining in the snowfields.

It is purely a matter of economics. With the growth of population and winter tourist trade, no doubt the situation will change. Plans are afoot to build hotel accommodations in several of the areas, but the completion of such facilities is still in the future.

The two long-established spots where one may stay resort-style at the slopes are Sun Valley, Ida., and Timberline Lodge, on Mt. Hood, Oregon. The Chalet on Grouse Mountain, above Vancouver, B.C., also is a small lodge with private rooms.

Dormitory accommodations are available at Mt. Baker, Stevens Pass and Snoqualmie Pass, in Washington, and in Oregon at Tollgate and Santiam Pass. These operate mostly on a bring-your-own-sleeping-bag basis, although there are a few private or semi-private rooms at Baker, Stevens and Santiam with bedding furnished.

A new lodge at Snoqualmie will be in operation for the 1961 season, with a

restaurant and some private rooms of a more luxurious nature.

All the principal areas have day lodges, warming huts, ski shops and lunch counters, but the trouble with such facilities is that they are designed for people who go up in the snow to ski.

What the Northwest still lacks is the comfortable room where someone who merely wants a winter vacation can make a quick gesture toward being an athlete and then retire to a hot rum toddy.

All women look healthier and consequently prettier in ski clothes, so the territory needs more places where they can stand around in front of fireplaces, just being decorative until the evening dance starts.

Since this type of winter vacation trade is as yet undeveloped, and the skiers actually ski, a second characteristic of the sport in the Northwest is that it goes on into the extremes of vigorous activity. The oldtimers either retire and leave the lifts to the hordes of newcomers, or they forge into the back country on veritable Arctic expeditions.

Thousands of square miles of snow-covered wilderness and high peaks are available for cross-country treks known as "ski mountaineering."

The sport is a combination of skiing and mountain climbing. The skiers camp in the snow and proceed, roped together, over ridges and glaciers. They

*continued*

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Josef Scaylea Photo

Washington State has one of the finest jumping hills in the nation in the eighty-meter slide at Leavenworth. A large Scandinavian population assures heavy use

## Pacific Northwest

often reach the height of their journey by shedding the skis and clawing their way up the final few hundred feet of a peak.

Mountain climbing thus has been extended into an all-year activity. Simply by scaling a peak in January instead of August, the expedition can experience most of the joyful hardships of the Himalayas.

Another way to get higher than the chairlift is to turn to airlift. Not long ago, ten skiers, including three women, had a pilot land them on a glacier 7,800 feet up Glacier Peak.

Glacier Peak, an extinct volcano in the Cascade range northeast of Seattle, is 10,528 feet high. In the Northwest, a mountain's height is virtually net because it has no plateau on which to stand above sea level.

The pilot, Bill Fairchild, has an Aer-onca equipped with both wheels and skis. He could carry only one skier and his gear at a time, so Fairchild made ten round-trips from the base field at Darlington, near the foot of the mountain.

The party spent six days on the trip, climbing to the summit and then skiing

the whole way down—or at least to well below timberline, where the snow finally gave out.

Winter camping, in leantos, tents or holes burrowed into the snow, is not what you could call a popular pastime but neither is it unusual. It goes on every winter under the excuse of skiing, sometimes by families.

Three couples of us tried it ourselves. With the help of a toboggan, we lugged supplies and seven children, the biggest one eight years old, to a Mountaineer Club cabin in the Mt. Baker area. The two youngest children, a year old, were carried in packsacks.

Ira Spring, the photographer, and his family pitched a tent in the snow last year at the 6,500-foot level in the Tatoosh range, where Mt. Rainier is the dominating view. Ira's children were six and eight years old. The family spent the time looking at the scenery and skiing in the unbroken snow.

Unbroken snow is something the Northwest offers every place but in the immediate vicinity of the developed skiing hills, in spite of the fact that tens of thousands of skiers pour into the mountains every weekend, and many lifts run weekdays, too. The country always will

SKI, JANUARY, 1961

be bigger than the population, no matter what future censuses may show.

Winter campers and mountain climbers are not quite as hardy as they sound, because of another oddity of Northwest skiing. It is done in snow that runs from five to more than twenty feet in depth, but the climate is mild. The usual temperature at the main ski areas is just below freezing.

The mountains are packed with snow and glaciers because the weather is relatively warm. Clouds steadily move in from the Pacific Ocean, bump into the peaks and, in the coastal lowlands, it rains. In the mountains it snows, but only from temperatures gradually lowered by altitude, not from cold waves and blizzards.

The blizzards hit the higher peaks that rise above 7,000 feet, but most skiing areas are under 5,000 feet.

Mt. Rainier, 14,410 feet, was an early mecca for skiers but it has not grown in popularity or facilities, largely due to the uncertain nature of its weather. The Paradise Valley slopes are above 6,000 feet, and skiers can be driven off the mountain by sudden storms.

Timberline Lodge is as high on Mt. Hood, but Hood is 150 airline miles south of Rainier, and being somewhat smaller, is not as tempestuous.

The mountain snow, dependably falling each year without regard to storms or cold waves, leads to another peculi-

arity of Northwest skiing. Nobody rushes out when the ground turns white. The skiers wait until the snow is three feet deep, which generally happens by December.

The waiting isn't entirely due to patience, it's a necessity. Unlike the slopes elsewhere, either naturally open or well groomed and usable after six inches of snowfall, Northwest hills are covered with stumps from logging, and with large boulders. Skiing begins after they are buried.

There are exceptions to this rule in the bare hills around Sun Valley and in the minor areas of eastern Washington and Oregon. High alpine meadows also furnish natural slopes for cross-country skiers and for a few lifts or tows at such tall peaks as Rainier, Hood and Baker. But, the popular "bowls" are on rough terrain in the lower passes.

In practice, what happens is that most other skiing seasons last three to four months on snow from six inches to three feet deep. In the Northwest, the sport is exercised from December through March on snow three to ten feet thick, then it continues at higher altitudes where the fall has been fifteen to twenty-two feet deep.

It is the longest season in the nation. A determined skier who climbs a bit above road's end can indulge his passion  
*continued*

*In Vancouver, British Columbia, skiers hop a bus to go skiing. The city is at their feet when they reach the top of the lifts at the city's three areas*

Ira Spring Photo



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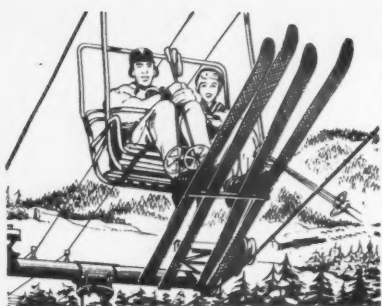
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Ira Spring Photo

The hardest Northwest skiers test themselves at Mount Baker's "Slush Bowl"

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Stevens Pass, 4,061 feet, eighty miles from Seattle. Two chairlifts 5,400 feet long with a 1,200-foot rise, and twelve rope tows.

White Pass, 4,500 feet, ninety miles from Tacoma, Wash. Two chairlifts with a 1,500-foot rise, one Pomalift and four rope tows.

Mt. Baker, fifty-five miles from Bellingham, Wash. Chairlift and five rope tows. (Weekends.)

Mt. Spokane, thirty miles from Spokane, Wash. Chairlift and four rope tows running Wednesdays through Sundays.

For details and other areas write Washington State Dept. of Commerce, General Administration Bldg., Olympia, Wash.

Timberline Lodge, Mt. Hood, sixty miles east of Portland, Ore. Two chairlifts, three rope tows and "snow-cat" tractors that climb to the 10,000-foot mark.

Government Camp Area, in highway pass just south of Mt. Hood. Five ski bowls with eleven rope tows, two chairlifts and a T-bar.

Santiam Pass-Hoodoo Bowl, thirty-two miles from Bend, Ore. Chairlift and four rope tows, weekends. Overnight accommodations for 150 persons.

Tollgate-Spout Springs, about thirty-five miles east of Pendleton, Ore. T-bar and three rope tows, daily except Monday. Dorm and bunk rooms for about 100 persons.

There are Pomalifts and rope tows at Willamette Pass, seventy miles west of Eugene, Ore., and at Tomahawk Ski Bowl, twenty-four miles northwest of Klamath Falls. The names of other Oregon ski areas can be obtained from the Oregon Highway Dept., Salem, Ore.

In Idaho there is, of course, Sun Valley, (write the Lodge at Ketchum, Ida., or for general information write the Forest Supervisor, Sawtooth National Forest, Twin Falls, Ida.) and half a dozen good bowls. Those with Pomalifts are near McCall, Mulan, Boise and Twin Falls.



## Pacific Northwest

time, while clad in shorts and sunglasses, any day of the year.

There's a mid-June ski tournament on Mt. Hood, and at Mt. Baker a tournament is held annually on the weekend closest to the Fourth of July. One of its features is the "Slush Bowl" championship, a run that ends in a half-frozen pond. The object is to skitter on across through the slush, and anyone who makes it usually is the winner.

The Slush Bowl run is one of the rare skiing events in which a number of contestants protect themselves against the final cold splash by first taking on a measure of personal anti-freeze. Another carefree "athletic competition" is the April end-of-the-season downhill run at Grouse Mountain, Vancouver, B.C., with the skiers dressed in outlandish costumes that may include a pair of them as a horse.

Extended season, climate and cross-section of altitude combine to stamp Northwest skiing with still another characteristic. Name the type of snow and you've got it, sometime or some place—powder, hard-packed, damp, feathery, corn or crust.

In fact, since the Northwest has more long runs than any other place, a skier starting at the top of a mountain could encounter all the types in one lengthy run.

Mostly, though, the joy of the region is in the amount of powdered snow and the vast expanses of it that lie untracked around even the most popular skiing areas. **END**

Josef Scavlea Photo



Even though there are more and more skiers every year, vast, trackless areas remain for the powder aficionado

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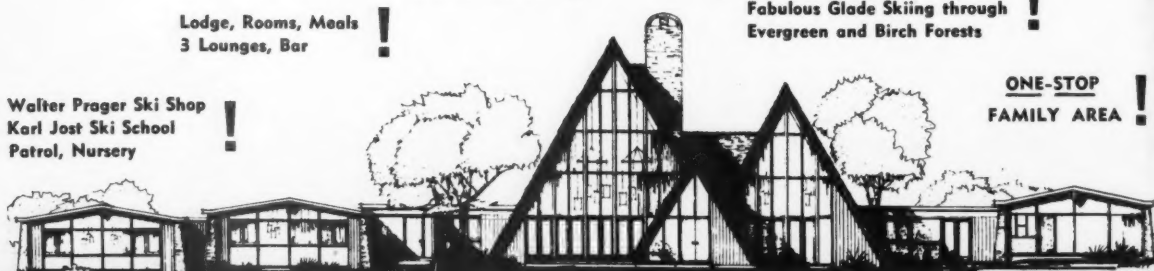
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# Readers Comment on Schrittbogen

The response to November's "Will They Call It Schrittbogen?" has been heavy. Here are some typical reactions—both pro and con

Sirs:

The problem of naming the "new embryo" is perhaps the most interesting part of your article. My reaction was the translation of *Schritt* as "step" which may not convey the essential meaning of lift, rather than sideways placement of the ski.

As to the historical background of the Schrittbogen, I cannot accept distorted facts. In the evolution of wedeln, many exponents of skiing attempted to claim that the movements were as old as time. They erred, both on the slope and at the pen. However, in this subject of the Schrittbogen, there is a direct continuation of the basic movements as outlined in the stem turns of the early ski techniques.

On the subject of "who invented what," it is equally correct to accept the fact that the new Austrian technique of a few years ago, despite its few innovations, was no more than a reversion to the ideas of the Rudy Romingers of the 1930's. It is therefore a normal assumption that lifted-ski turns originated with the snowplow-

stem which was used for basically the same purpose as it is today.

From a technical point of view the inside ski is always (or should be) unweighted or stepped, whether subconsciously or consciously. This movement can be slight, as in a series of easy fall-line parallel turns, or exaggerated, as in a slow speed stem christie. In either case, if executed properly, the objective and the result are the same. In every turn the object is to transfer the weight to the outside ski, and more specifically to the inside edge of the outside ski, to a greater or lesser degree, depending on the snow conditions.

Because of the average skier's inability to grasp this basic point, I feel that they should be made conscious of the lifting of the inside ski, or as your article suggests, the Schrittbogen.

Harvey Clifford

Director, Mt. Snow Ski School  
Mt. Snow, Vt.

Sirs:

I first saw Schrittbogen while watching Doug Burden in the intercollegiate

meet at Lyndonville in 1952. Our team (Williams) hastened to try it, and it produced some costly spills.

Later, while teaching at Stowe, Vt., in 1958, I found that many other teachers were using it in their own skiing and experimenting with it as a teaching tool. The conclusion was that this turn belonged only in the repertoire of the highly skilled skier and racer.

The reasons for this are simple. Most skiers do not have the time or the ability to progress to the point where they feel confident on one ski. Experience showed that when all the weight was put on the outside ski, and especially if this ski were lifted, the pupil would inevitably step back onto the inside ski with most of his weight, often catching an edge and taking an unnecessary spill. For the better skier and young racer this shift of weight back to the inside ski came at the worst possible moment, immobilizing that skier when it was most needed to initiate the next turn.

However, Schrittbogen did prove useful in teaching to demonstrate the weight shift by lifting the inside ski throughout the turn or at any point in the turn. After this demonstration



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the worst offenders would be asked to lift their inside ski at some point in the turn to show that they had most of their weight on the outside ski or prove that they didn't.

Let's have more articles on technique, especially with good pictures, but let's have them better thought out.

William Prime  
New York, N.Y.

I was extremely interested in the article on Schrittbogen . . . This is a technique which I have been using for about two years without realizing that there was anything "new" . . .

Schrittbogen . . . is more than just a high speed maneuver for hard-packed snow. It is also excellent for deep powder as I discovered at Hogback Mt. last winter when I suddenly found that by keeping my unweighted ski on the surface of the snow I could for the first time enjoy deep powder . . .

In his article . . . Mr. Auran points out that even revolutionary changes are not revolutionary. It is [my] contention that one of the causes of this evolution is the change in ski equipment.

. . . the telemark, once an important turn for alpine skiers is no longer feasible for the skier whose . . . heel is now clamped firmly to his ski.

Modern bindings automatically tend

to make the skier stand more erect and to use his heels.

Steve Sachs  
Chicago, Ill.

Sirs:

Your article on Schrittbogen was very interesting and should prove to be controversial in future issues.

Having instructed the public very successfully in what you call Schrittbogen for the last two years, I would like to comment on a few points.

First of all, it may be introduced to a beginning skier who is capable of holding a proper traverse position. The method used here is as follows:

By lifting the uphill ski and leaving its tip on the snow, with the stressing of the locking together of the knees, and placing the lifted ski against the inside of the opposite boot snugly.

This exercise should be tried on a gentle slope the first few times, gradually increasing the pitch of the slope as balance improves. It will be found, perhaps to the pleasant surprise of the pupil, that due to the downhill ski being held on its edge that the ski, with its built-in side camber, naturally tends to turn uphill.

The uphill ski does play an important part in this type of turn. You will notice (even in your own pictures) that in order to hold the two boots

together, the uphill ski is no longer advanced to any extent thus making less foot movement forward, giving the racer a strong position more squarely over his skis.

By trying this position, even in your living room with skis on, notice that because the tail of the ski is raised causing the upturned part of the tip to follow the snow in its own small radius, it steers the ski more sharply in quick short turns (especially in racing) which is sometimes called hooking the edge.

Last of all, if one stands in a simulated position as if skiing on two skis, then stands as though skiing on one ski; that is, balanced with the knee dropped as though edging, you can't help but feel the difference in the tightening of the stomach muscles (blockage), which is so important in skiing.

This little stepping action if done properly, as on edged skis, will cause the hip to move from side to side in a very small rotary motion (or hip rotation) always putting the hip in proper position. The average, good skier who masters this type of turn will find that he has much better edge control on ice due to the solid block in the stomach.

Thomas Smith  
West Hartford, Conn.

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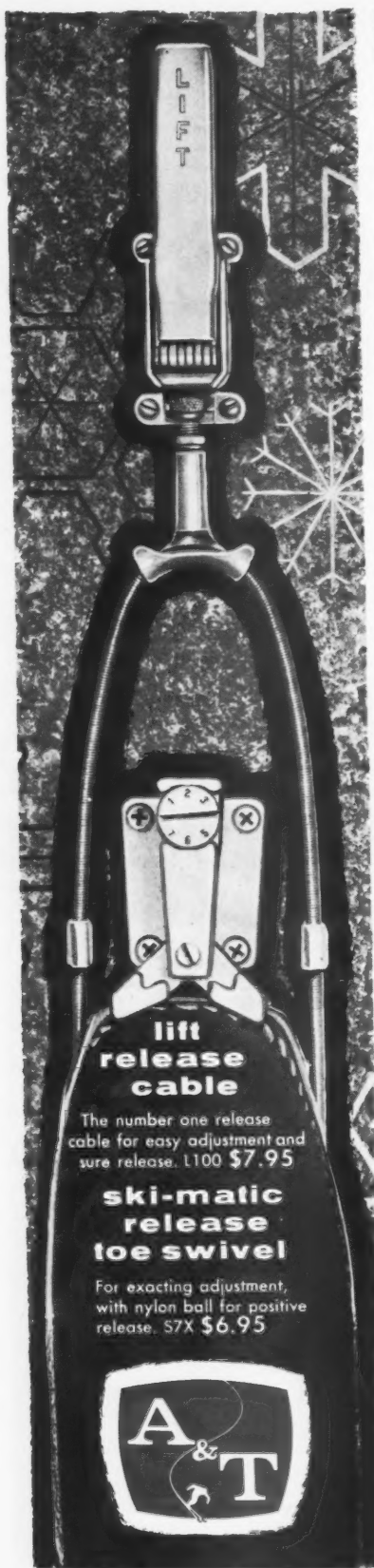
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## Where Are They



*Alf Nydin, a Seattle newspaper reporter, was the first publisher and editor of SKI Magazine. The picture above was taken within the last two years*

The country was still in the throes of the Big Depression. There were few optimists to be found. But when a hardy few put out the first issue of SKI Magazine, twenty-five years ago this month, the world knew that most optimists were also skiers.

by BILL PROCHNAU

The year was 1935 and the big topic was the Great Depression. Around that time it became the fashion to relieve the dour conversation with talks about skiing. In the Pacific Northwest, this was facilitated by the inclusion of five Washingtonians on the 1936 Olympic team. And, as an added twist, there was that crazy contraption called a "ski escalator" that was going to haul the leg-weary up the slopes of Mount Baker as soon as there was snow.

"Skiing," said one of its pioneers from Seattle, "was like aviation. We were just flying by the seat of our pants."

All this was not lost on a thirty-five-year-old newspaperman who "used to

slide around the mountains in logging boots." Alf Nydin took a look at the goings-on at Mount Rainier and other places and foresaw the inevitable boom of skiing in the Northwest and the nation. With Harry Randle he decided to act on the impulse every newspaperman and magazine writer has had at one time or another: to start his own publication.

With much scraping and scrambling he put out the first edition of SKI Magazine. It was a hand-to-mouth operation that sent 3,000 copies to skiers in Washington, Oregon and Northern California.

"We tried to be honest and we were poor," says Nydin, now a manufacturer

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er's representative for two New York sportswear firms. "But we knew it would grow. It had to grow. There were a lot of colorful, wild skiers up there in the mountains."

Nydin nurtured the infant for five years before taking it to New York in 1941. Along the way he changed its name to *Ski Illustrated*. In the same year he sold out to Graham Thompson, but remained as editor for another two years. Betty Woolsey replaced him. Every fall she would travel from her home in Jackson Hole, Wyo., to New York City, edit the four issues for the season, and then return home to her beloved Grand Tetons. After World War II *Ski Illustrated* changed hands again when Thompson sold out to Henry O'Neill.

About two years after Nydin had started his Pacific Northwest venture, Bill Eldred started the *Empire State Ski News*. The following year, in 1939, he changed its name to *Ski News*.

In the period following World War II, skiing boomed and two more ski publications saw the light of day. *Western Skiing*, published in Los Angeles, and the *Ski Sheet*, published in Boston. With the sharp rise in production and labor costs, it was more than the market could bear.

In 1948, after the Winter Olympics at St. Moritz, Bill Eldred bought out *Ski Illustrated*, *Western Skiing* and *Ski Sheet* and merged them with his *Ski News*. The name of the new magazine which went on the stands in November of 1948 was *SKI Magazine*. The wheel had come full circle.

Compared with the large organization required to put out *SKI Magazine* today, Nydin's early efforts were virtually a one-man operation. Nydin called on Granville Jensen, now a professor at Oregon State College, and Orville Borgerson, a Seattle furrier, to help out. Jensen did most of the technical and equipment articles. Borgerson did his job with a camera.

"We used elbow grease for wax in those days," recalls Borgerson. "All we

continued

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*Orville Borgerson tried to qualify for the '36 Olympic team while shooting SKI's first pictures at the same time*

### Where Are They Now?

wanted to do was to promote skiing. Borgerson exchanged his pictures for a credit line and a smile. A competitor himself, he missed making the Olympic team, but made the trip to Europe as an official photographer. He took SKI's first Olympic pictures at Garmisch-Partenkirchen. Perhaps it's fitting that twenty-five years later Borgerson's brother, Mel, is still promoting skiing in Washington. Mel is spearheading the drive to raise money for Washington's first major ski resort at Crystal Mountain near Mount Rainier.

Those early days of SKI Magazine were part of the wild, unharnessed era in which Harry Papajohn, the roly-poly chef at Paradise Valley, made his riotous, hazardous annual run down Mount Rainier—at forty-five miles an hour on a toboggan; when a carefree, yodeling, cap-tossing Austrian named Hannel Schroll swept the United States downhill, slalom and combined championships and then decided to stick around to boost skiing in California; when chilly skiers burrowed through the snow for a bowl of soup in the buried cabins at Paradise Valley. The adventures of these skiers made good reading.

Among the contributors in the first issue was Earl Little. He wrote an article on the skiing attractions to be found in Leavenworth, Wash., and went on to become one of the nation's leading jumping judges. Last winter he was secretary of jumping at the Olympics at Squaw Valley.

Peter Hostmark, now a prominent



Seattle engineer, was president of the Pacific Northwest Ski Association and was to remain so for five years. He wrote an article called "The Curtain Rises on Competitive Skiing," which explained a subject then pure Greek to the general populace. He still designs an occasional jump ("for a couple of drinks") and judges jumping tournaments.

Ed Loners contributed a lyric description of the joys of skiing and prophetically noted that "The Sport of Kings' is here to stay." Loners, now assistant supervisor at Snoqualmie National Forest, was one of the Northwest's top alpinists and made the first ski ascent of Mount Baker in 1930. The run down, he recalled recently, was "the finest ski run I ever made."

Other contributors in SKI's first issue were Ome Daiber and William J. Maxwell, both noted mountaineers and skiers, and Frank Bush, a young YMCA secretary who started the region's first YMCA ski school classes and the Seattle all-city high school ski tournament in the thirties.

Daiber is still the prime mover in Washington's Mountain Rescue and Safety Council. Bush remained in Seattle to open a successful air conditioning and heating business. Maxwell, a retired Seattle businessman, died early last year at the age of seventy-four.

What were the announced hopes and objectives of the first SKI Magazine?

"May our pages both entertain and enlighten you . . . You will be supplied with humor, fashions and photographs of mountain splendors . . . (and technical articles) contributed from authoritative sources that can paint an authentic portrayal."

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## so you've taken up skiing

by Gus Weber

Director, Mammoth Mt. Ski School

*This is the fourth of a series of columns for those who are taking up skiing for the first time. They are also intended for experienced skiers trying to introduce others to the sport—Ed.*

**S**ki Clubs play an important role in skiing, more important than most skiers realize. And while they are for all classes of skiers, they are most helpful to those who have just started to ski.

There are obvious social benefits in belonging to a club, but ski clubs are more than just social organizations. They offer real benefits to skiers, both direct and indirect.

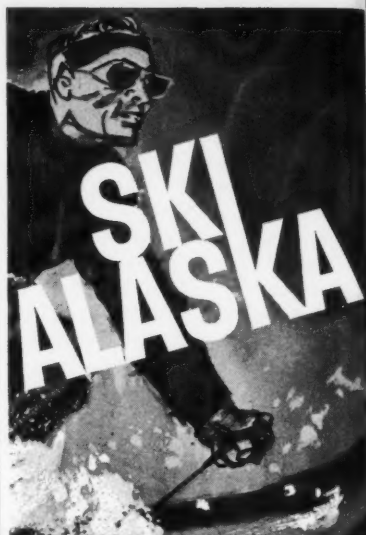
The first advantage to the beginner is that it puts him into contact with a large group interested in skiing. In a group of this sort there is always someone who is fully competent to advise on the purchase of the equipment and who will go with you when you make your first trip to the ski shop.

For those with limited means, ski clubs are real money savers. If you need a piece of equipment and are unable to buy it new, the chances are someone in your club will be trying to sell just what you need. Also along the equipment line, many clubs run equipment swaps at the beginning of the season. This is ideal for skiing families, who can exchange outgrown skis, boots, poles and clothing with other families in a similar predicament.

Another money-saving feature are the lodges maintained by many clubs. Some of these lodges are simple, others quite elaborate, but by pitching in with some of the housekeeping chores, you can make your ski budget go a long way.

Clubs also help in the transportation problem. In big cities where automobiles aren't always practical, clubs usually charter buses over the weekend or arrange car pools to get as many people to the slopes as possible. Even if this is not necessary, someone usually wants a ride or has room for a rider. A club is a good place to find either.

Since all but a small percentage of the clubs are affiliated with one of the



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regional divisions of the National Ski Association, you'll be helping yourself by supporting the vital work of these divisions as well as the NSA. Usually the membership fee includes membership in the division. In this way you are supporting the National Ski Patrol, competition, instructor certification and many other functions vital to the health of skiing in general.

Do you have difficulty exercising? Or getting into shape before the season? More and more ski clubs, realizing the importance of conditioning in ski safety are sponsoring exercise classes. Where you might dodge the issue if you had to do it on your own, the incentive of a whole group doing it is usually enough to carry you along, even if your will power is weak.

The program of some clubs includes dry ski schools, which are designed specifically to attract beginners to skiing. These dry ski schools are not ski schools in the usual sense. They are intended primarily to familiarize you with your equipment and to get you over the first hurdles, such as walking on skis and doing kick turns.

Some of the more affluent clubs actually have a certified instructor, who is paid by the club to teach members on the slopes. Clubs so fortunate are rare.

Most clubs sponsor at least one race a year and if they have an outstanding racer on the club, they contribute toward his expenses in going to races and training camps. While you may not be interested in competition personally, racing is important in the total ski picture.

These are only some of the activities of ski clubs. There are many more, depending on the club and its purposes. It is impossible to detail them. The only purpose here is to convince you that club membership is a worthwhile investment. **END**

**YES  
we have**

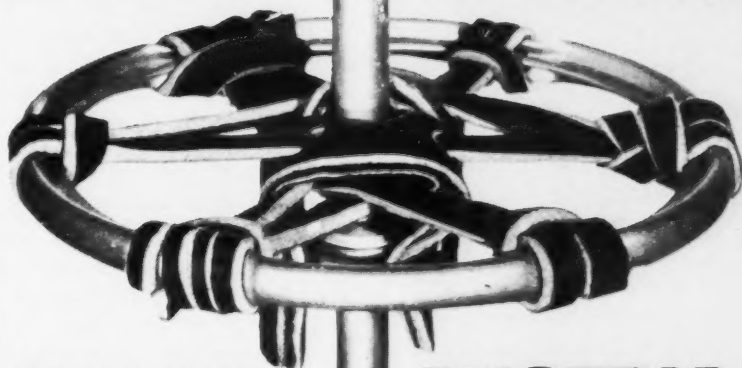


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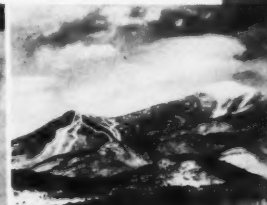
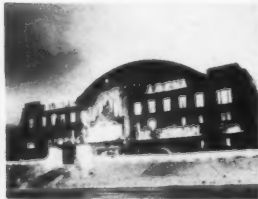
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*Write to Lake Placid Chamber of Commerce,  
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Contact establishments listed above for rates and information, or Lake Placid Chamber of Commerce, Lake Placid, N.Y. (Tel. L. P. 1000).

*ski Whiteface*



*In the shadow of the Matterhorn school boys learn to handle pulverschnee (above). The author (below) looks anxiously out of the window of the Gornergrat télérifrique wondering which one of his fifteen charges was left behind on the platform*

## The Good Shepherd

**A New England School Master Recounts his Adventures in Conducting a Lively Group of Youngsters on a Swissair Ski Tour Through Europe**

*by Douglas Mann*

Photographs by Gastberger and Perrin-Barberini



**P**laying the good shepherd for a group of boys on their first European ski jaunt is really not the formidable undertaking it appears. It only requires a simple prescription. This is a compound of Miltowns and phenobarbital, equal parts, to be taken liberally before and after all train and plane changes, arrivals, departures, and occasional disappearances of boys and passports.

For a normal day's problems, this dosage should suffice, but it can be followed at night, once your frolicsome sheep are bedded down—you hope—by playing a fascinating game in your room called Hop-To-The-Scotch-On-

SKI, JANUARY, 1961



One of the boys' favorite after ski pleasures was to consume gallons and gallons of apfelsaft, a form of cider, and also a good substitute for water pistols

The-Rocks. After an abnormal day the hops should be frequent.

Not that the boys on this pilot pilgrimage were problems. On the contrary, they were an unusually well-behaved and responsive group, a reaction fostered perhaps by a few but firm pre-trip admonitions of mine. But still, they were boys—excited, inquisitive, hungry, untidy, forgetful, experimental.

In this last category there was one young geneticist in the group who, bored by the beauty of the landscape between Zurich and Bern, decided to mate an Austrian with a Swiss lighter. He had a deft touch, this lad. The resultant hybrid suddenly flared forth with such Vesuvian splendor that the Swiss Federal Railroads nearly lost one of their luxurious compartments.

Happily for me and my assistant

Dwight, most of the boys' waking moments were taken care of by competent and friendly guides. In wondrous St. Anton, Othmar, Albert, and Herman took over. They hustled us to the Val-lugabahn early in the morning; they sneaked us around lines at Galzig; they scolded, they cajoled, and they instructed as the boys were never instructed before.

"De knees pressed in!" shouted Albert. "Dis is important. And hold the poles out. Easy. So! Now ve go!" And off he was in a cloud of powder.

And down we sped, following him, learning from his graceful style to plant the pole nearer the boot, the quick lift and heel thrust, feet together, edges into the slope. Another quick swing and a long traverse. Down, down, down until your legs cried out. Down over endless

*continued*

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*Birthday candles were at a premium while the group was in St. Anton, and one of the youngsters had to settle for a single candle on his elaborate birthday cake*

#### The Good Shepherd

slopes the likes of which we had never seen before.

If St. Anton was wonderful, Zermatt was superb, and our Swiss guides, Fred and Irwin, were of the best. For four days we reveled under bright blue skies and a burning sun, swooping down through fresh powder over the glistening slopes above Riffelberg, testing our control on the steep moguled descents

from Stockhorn and Hohthäli, resting and sunning on the terrace at Riffelhaus.

But the memorable day was that on which Fred and Irwin hustled us onto early cable cars to Furi and to Schwarzsee and up the long Theodul lift. Another climb and then cats pulled the boys across the vast Furggletscher snowfield and Theodul Pass at 11,000 feet and more; and finally, in a blinding snowstorm, which throttled any schus-



*"Put on de glasses," the instructor tells the boys, "and you'll see what I mean"*



sing, the long winding descent down into Cervinia, Italy.

But skiing is only part of a European holiday. Though the boys were quite willing to follow a guide down an unknown piste, they needed no guide in town, and there was little in either St. Anton or Zermatt they did not explore. Their attempts to savor the delights of shopping, eating, making friends, and après-ski life at their level were prodigious and, I must admit, rather successful.

Naturally there were a few shenanigans perpetrated which didn't amuse me—at first. If the young English girls billeted in the hotel rooms above the boys wanted to make like Juliets on their balcony late one night, I could hardly berate my Romeos below for being gallant. Their skiing the next day, however, was rather sluggish.

Ah, well . . . As long as no chambermaid had come screaming to me by bed time, no guest had been doused with Apfelsaft, and the concierge's keys weren't missing, this shepherd called it a successful day and wearily, albeit warily, laid down his staff. **END**



The wide open snowfields above the Rifflberg in Zermatt provided perfect powder snow and an opportunity for the boys to go all out in testing their new skills

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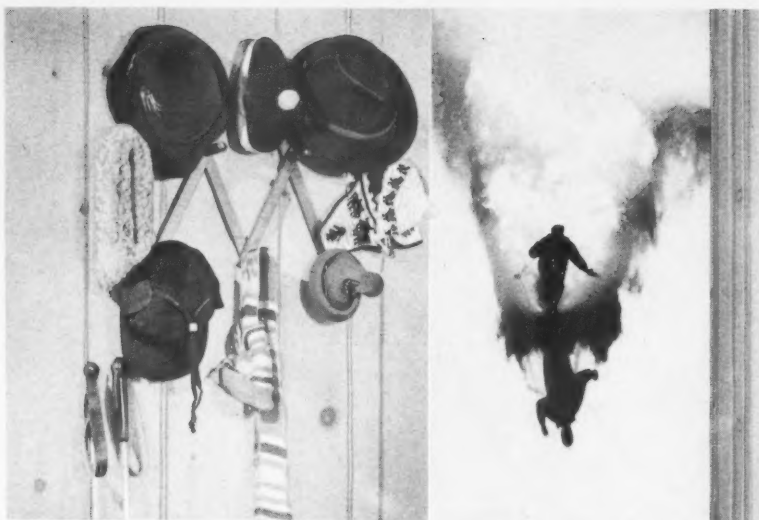
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## I Learned About Skiing From That

by **Harvey Clifford**

*Director, Mt. Snow Ski School, Vt.*

As a young racer—this was just after World War II—I took my share of hard knocks. Never one to refuse a challenge, I inevitably chose the fastest line in the downhill or attempted the impossible approach to slalom gates. I didn't always make it, but I made it often enough to make me think I could get away with it. And since I was more or less gambling, I didn't think too seriously about some of the characteristics required of top international racers.

I can vividly recall to this day a gate in the 1948 Olympic slalom in St. Moritz, Switzerland. It was a harmless open gate, second to the last one, but perched on the edge of a deceptive side hill. My starting number was in the forties. The course was hard and fast, but by the time my turn came it was covered with small chatter bumps on every turn. Despite this I had a good run. Once away from the starting gate, I felt confident and happy to be in the familiar surroundings of slalom poles.

My run was so smooth that it was almost over before I realized it. Suddenly before me was the finish line with only a turn or two left. At that instant of realization that the finish line was near, I momentarily lost my concentration. I straddled the open gate and spun out. After climbing back and finishing, Emile Allais, who was coaching the Canadian Olympic team, told me that the big clock at the bottom indicated that I was only a few seconds off the winner's time up to that fateful fall.

I have never forgotten the lesson I had to learn the hard way that day. The ability to concentrate and to keep concentrating until the job is done is not only an essential characteristic of a ski racer, but, as I saw later, a vital aspect of everyday living.

## TRAVEL CORNER

• Skiers going overseas for a taste of the sport can do it on a budget as low as \$500, according to Scandinavian Airlines System. Their package trips include round-trip air fare from New York to Oslo, Zurich or Geneva and fifteen days at a small inn. Some of these smaller resorts are at Norefjell, Norway, and Beatenberg, Champéry, Lenk, Ley-sin and Wildhaus, Switzerland. For more information, write Scandinavian Airlines System Ski Club, Dept. S-10, 638 Fifth Ave., New York, N.Y.

• Afton Tours, Inc., 1776 Broadway, New York 19, N.Y., claims a "first" with its low-price tours to the Tatras of Poland and Czechoslovakia and the Julian Alps of Yugoslavia. The package prices range from \$695 for Czechoslovakia and Yugoslavia to \$745 for Poland. Air travel is by jet and the tours depart every Friday. Two escorted tours are also scheduled, leaving New York Feb. 10, one for Zakopane, Poland, the other for the High Tatras.

• United Air Lines is offering package trips to deep powder skiing in Aspen, Alta, Winter Park and Squaw Valley. A week at Winter Park starts at \$66.00. Five days at Squaw Valley cost from \$65.95 and a week at Aspen can be as low as \$52.50. American plan trips to Alta begin at \$92.00 a week. For full information, write to United Air Lines, 5959 S. Cicero Ave., Chicago 38, Ill.

• Betsy Snite, U.S. Olympic silver medal winner, and Josl Rieder, Austrian gold medal winner, will lead a tour leaving Montreal, March 16, to the French ski resorts of Courchevel, Chamonix and St. Gervais. The tour will go by KLM Royal Dutch Airlines to Geneva, Switzerland, where buses will take the group to the French Alps resort of Chamonix. During the stay, members of the tour will be able to take part in an international ski meet at Courchevel. For more information and rates write to Betsy Snite, c/o Ski with the Stars, Box 882, Hanover, N.H.

• A new brochure, "Swissair Holidays on Skis 1960-61," is available from Swissair, 3 East 54th St., New York 22, N.Y. The folder lists nearly 100 separate all-expense ski tours to Austria, France, Germany, Italy and Switzerland. Included are package trips for as little as \$499. Others for six full days of skiing at each of two resorts cost as little as \$547.60 including round-trip economy class fare by Swissair. The folder may also be obtained from Steve Lohr, General Tours, Inc., 595 Madison Ave., New York, N.Y.

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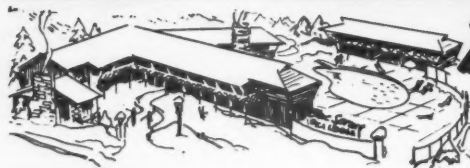
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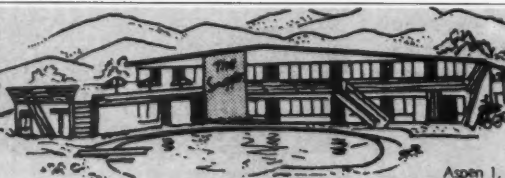


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## My funniest Moment

by F. C. Gardner

I had never been skiing—not unusual for a Texan—but over lunch one day I was more than happy to be talked into it. My only reservation—I had no equipment—was soon overcome with offers from my luncheon companions.

The trip to the ski area was delightful and the scenery magnificent. With each mile my friends became more and more excited, more and more anxious to get on the slopes. We had barely checked into the lodge before they wanted to try the trails.

Not being familiar with ski clothing, it took me a while to get into it. Even though I hurried I saw that the others were restless and ready to start. Giving a yank here and a pull there, I rushed out to join them.

They went off, leaving me in the tender care of the ski school where I soon learned to get around on skis, even to make a few runs down the bunny slope. It was late afternoon when my friends rejoined me and they were anxious to get my reactions to my first day on skis.

I assured them that skiing was great, "... only I don't like the clothing you have to wear." There was a puzzled silence, then loud protests of "What do you mean? You've got the best of everything and don't know it."

I told my friends the main problem was the underwear: "It just doesn't fit right."

One of them had the presence of mind to ask me to open my collar. When I did there was a burst of laughter.

Looking down, I found out why. I had put my underwear on upside down.

...

Have you had a funny ski experience? SKI Magazine will pay \$10 for each one published. Send it to My Funniest Ski Experience, SKI Magazine, Box 1133, Hanover, N.H.



by Toni Sailer

Until I was six years old, I let the skis take me where they would. Father took great pains to teach me to turn properly. But I enjoyed letting my skis do what they wanted to. I couldn't go down steep enough hills nor ski fast enough to suit me, no matter what the final result. Father considered me a hopeless case and was about to lose his patience with me completely. Never would his son learn to swing down a slope properly.

Then suddenly everything changed. I don't know how it happened. Another winter arrived, bringing snow with it. I buckled on my skis—ones which my sister Rosl had outgrown. I stood up on top of the "Ganslernhang," (on the Hahnenkamm) looked down over the cliff—and was afraid. I watched how the other boys shot down the slope, but I stood nailed to the spot. I no longer trusted myself to schuss down the slope which I had flown down so fast and proudly the previous winter. I waited until no one was watching me and then I skied across and off the slope. Perhaps it was only that I didn't trust the new skis. Perhaps the reason lay somewhere within me. Only when I took a proper fall sometime that winter, did self assurance return (how paradoxical that sounds). The morning

## FORMULA FOR VICTORY

Toni Sailer has not raced for three years, but his success continues to fascinate the ski world. Here for the first time—from Sailer's own book, "My Way to the Triple Olympic Victory"—is an explanation of what made this world champion tick.



Even at play, Toni Sailer displays the perfection which was his hallmark while he dominated the racing trails

log blanketed the slope so thickly you could hardly see a couple of ski-lengths ahead. I could not see the cliff which frightened me so, and for the first time I made my skis go properly. The result was so terrible, I first had to hear it from my father, who was called hurriedly from the shop. Schussing full speed I had flown head over heels into the deeply cut stream-bed of the Ganslern brook. Worst of all the brook was frozen solid. I landed with my head not in water, but on hard ice. No wonder that I didn't know what was going on for a while . . .

Father always knew how great my joy in skiing was, and this joy was most important to me in competition. If you go to the starting line too filled with grim determination, and take off from it in bitter seriousness, you will easily become tense. During the sharpest competition the pure joy of skiing must hang on in some corner of your heart, because it's this joy which makes an icy stretch of hell like the "Stratofana" (the downhill course at Cortina) still bearable, and brings out in the racer that strength which he needs to win. I am most grateful to my father that he preserved and even increased for me this joy in skiing . . .

I want to say here and now, that I didn't make it easy for myself to get

*continued*

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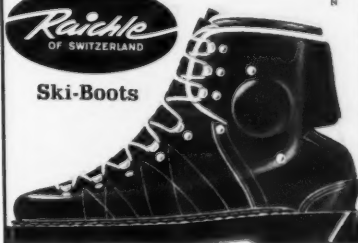
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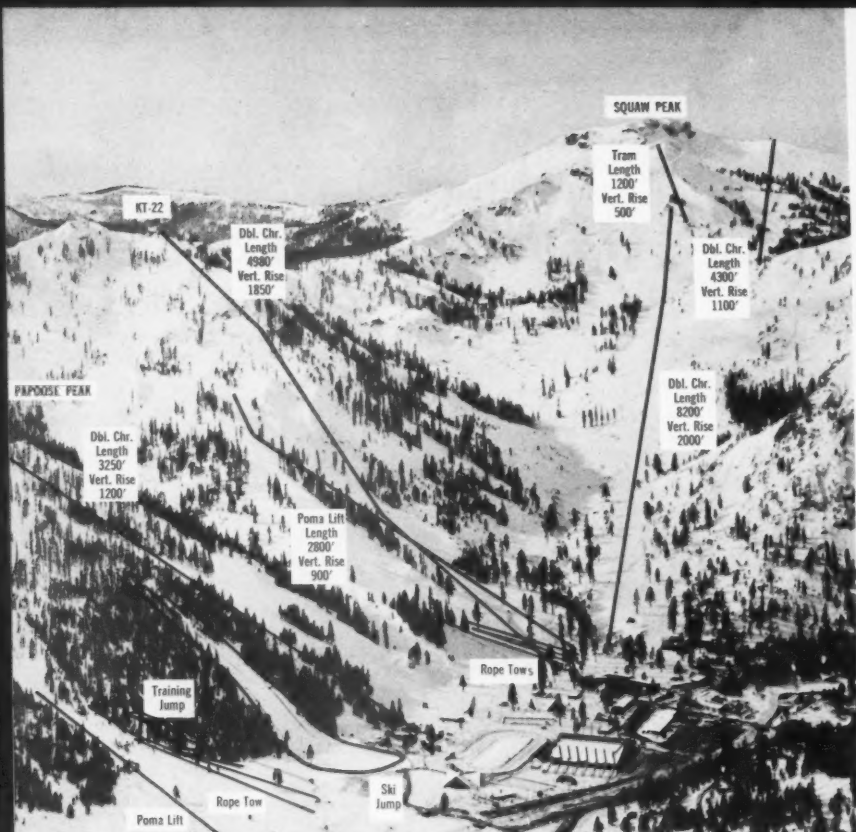
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## Toni Sailer

to the top. My athletic career was that of a normal class skier. I did not bypass a single step and honestly worked my way up from club champion to Austrian boys' champion and from there to Austrian junior champion and to Olympic victor. There are really no surprises in my career. Every single success was the prerequisite for the next one.

After breaking my leg and losing a place on the 1954 FIS team, I could hardly wait for snow the following winter. During the summer I had played a lot of tennis. Flori Kofler, my partner, was junior champion and a much better player than I. I really had to work hard to keep up with him. Tennis is an excellent compensating sport for the Alpine skier. Above all else I practiced one thing: lightning quick reaction to every situation. I don't think much of a skier who relies only on feeling and instinct. I personally know at every moment exactly what I want and what I have to do. I even carefully observed that unhappy fall in the Zuers training camp in all its phases and experienced the whole thing in slow motion.

I am convinced that the success of a skier depends to a large degree on the brain's control of the body. When I say that I "tushed," I don't mean that I slipped down the mountainside without sense or direction. On the contrary! Precisely what we Kitzbuehlers call "tuschung" is a very conscious kind of skiing, as much a mental as a physical achievement. After a real "tusch" on a course that I don't know too well yet, I feel the exertion more in my head than in my legs. In my brain it seems as if someone had asked me a hundred different rapid-fire questions, which, in order to survive, I had to answer equally fast—much faster than a man can normally talk. That is why the reactions of a racer play such a decisive role in alpine skiing. I only need to throw a snowball at someone who goes up to the start with me. From the way he reacts I know how he will handle the tricks of the course.

From the Lauberhorn race shortly after New Year's to the Glockner race in the spring I didn't miss a single one of the big competitions . . . In Les Contamines I had to compete against the Olympic skier Toni Spieß in the slalom. It was an interesting and exciting battle for me. With 43.3 seconds I was faster on the first run than Spieß who did 43.9. But the second time I



fell back and Spiess won with a total time of 110.4. I was only two-tenths of a second behind the Olympic victor with a time of 110.6. I realized then once again how long a second lasts for a racer. During a race a second is about a quarter of an hour in ordinary life. On the course you live in a different time, more than a hundred-fold faster. What are you supposed to do with a tenth of a second at home? That's not even enough to take a breath.

Those two tenths of a second I was behind Spiess bothered me for a long time . . .

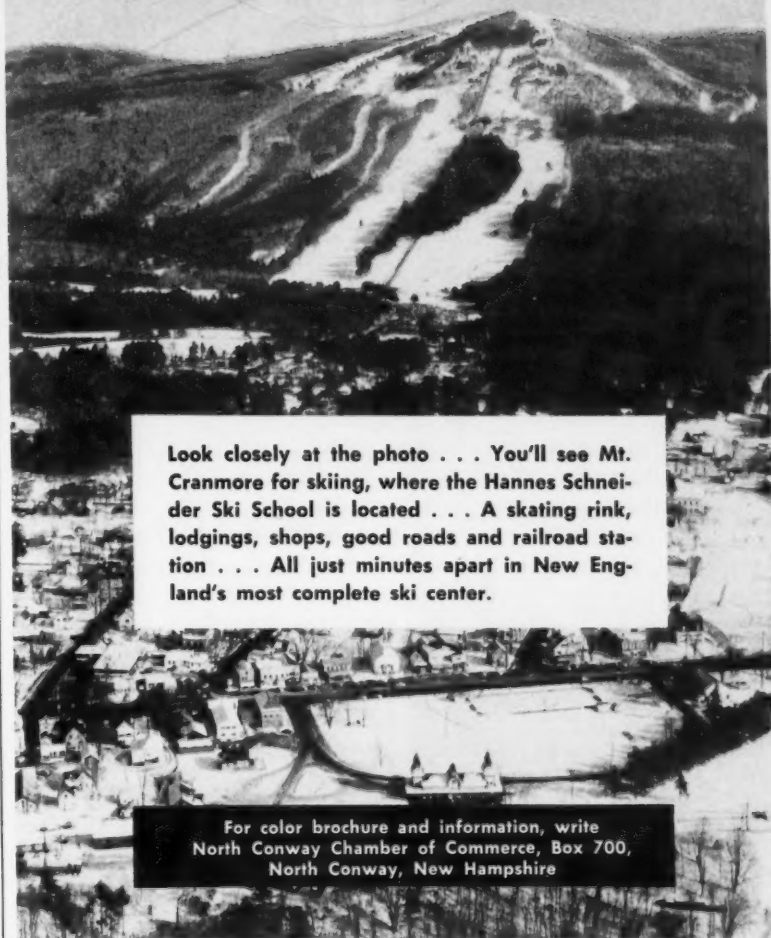
I have often learned more from my defeats than from my victories. Above everything else I stopped "tusching" down the course just before the start. Even though it is only a matter of a few minutes—how much is in those few minutes! Generally you find the highest concentration and the total relaxation necessary for the race only once. You think that such keen pre-race training has put you in the best possible condition and then realize during the race that you've given all you had too soon.

Anyway, training is one of those things! You can't do without it. But God help you if you over-evaluate it! Whether I want to or not, I ski with a completely different inner attitude during training than in a race. That can't be changed. In training I often go too fast, because I only think of what I'm skiing at this moment. During a race, however, I nearly always feel the pace is too slow. I want to be far out in front then, where my thoughts are. To put it more precisely, such "thinking ahead," without which you cannot win a downhill race, makes you lose the feeling for speed so much, that you always think the skis are running too slow.

Eager reporters always ask about the "secret" of the racer's success. In my opinion this so-called "secret of the downhill racer" lies in the ability to think ahead. You only have to notice where a racer has his eyes during a fast downhill event. If he only looks on the course he must conquer at that moment, he isn't much. The good racer looks far ahead of his skis, as far as it is possible. With my thoughts I am much farther ahead than with my eyes. On the "Streif" on the Hahnenkamm I have long been thinking of the steep drop while my skis shoot through the "Mousetrap." When I break through the "Laerchenhang" my eyes are al-

*continued*

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*A high-speed camera reveals Sailer's superb control as he is thrown into the air by the vicious, icy bumps on the downhill course of the 1956 Olympics*

## Toni Sailer

ready directed at the Oberhaus mountain and in my head I'm figuring out the final schuss. You simply must have this ability of being able to separate what the body has to do now from what the eyes are observing, and to harmonize this optical impression with thoughts that run far ahead; if you can't, it doesn't make sense to start. You have to figure out in your head with lightning speed how, given a set of circumstances, you can get to the goal fastest and most safely.

The eyes control the things you have decided to do. In the meantime the legs do what head and eyes have ordered them to do, although to some extent you yourself are no longer a party to these proceedings. It's no secret, but not everyone has the ability, and I believe it can be learned only within limits through training and practice. A cameraman stood on the Laubhorn and started his camera every time I came past. I learned later that he was a Russian who wanted to study our system of downhill racing. In Cortina, too, the Russians examined our successes scientifically. My respects for such thoroughness! Only I feel that such investigations alone will not produce top flight racers. Often you may know precisely what should be done in a given situation and then you can't,

simply because the legs go on strike. Alpine downhill racing is a matter of body-eyes-head co-ordination. Perhaps it would be more correct to give the head priority. You can't learn much about this thing. You have to know how. No matter how glad I would be if the Russians were able to put first-rate people into Alpine races as they do in other sports, I don't hold out much hope from mere "film training."

A good illustration of what's required in the downhill occurred in the Hahnenkamm, just before the 1956 Winter Olympics at Cortina. The American racer, Bud Werner, a year younger than I, started with number four and to everyone's surprise turned in an excellent time—3:00.5. I had seen how keenly this man from Colorado had jumped into the "Mousetrap." By God, the guy had guts. I believe that if someone had told Bud Werner the downhill course went down over the rocks and along the funicular trestle, he would have started with the same suicidal determination. I noticed right away where the weaknesses of this dangerous rival lay. His courage tempts him to try more than he is able to master technically. But Lady Luck often favors such sharp gamblers more than those racers who are able to harmonize what they want to do with their abilities. In any case, the American got to the finish line without falling and the Aus-

trians would have to see how they could deal with his great time. Walter Schuster, Othmar Schneider and Ernst Hinterseer tried to break Bud Werner's time. None of them succeeded. Now everyone at the finish put their hopes in Molterer. Anderl, too, failed to break three minutes. Josl Rieder did his best—again nothing. Finally I was the only one left; with my starting number of 23 I was the last one who could still change the decision.

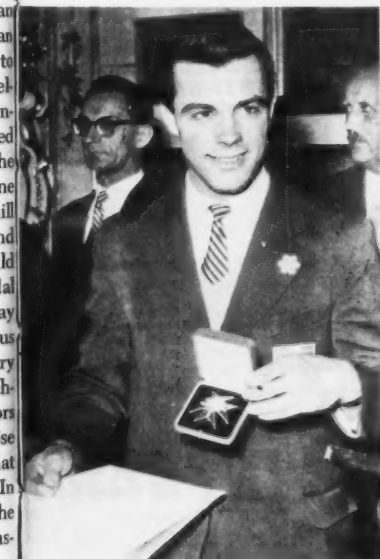
It was no longer enough merely to "tusch" down the "Streif" as I was used to doing—you concentrate on the difficult parts and let the skis run the rest of the way! This American would never be beaten like that. You had to work hard on each section of the course in order to win time. It was not enough just to get down all right. I felt this new, unusual stimulus, coming from that madly courageous American, almost bodily. It was as if I had received a shot in the arm. The temptation to ski beyond my abilities, no matter what the cost, was great. But I didn't give in to it. I remembered what Stein Eriksen had told me when I was lying in the cast, "Never let yourself lose your own way of skiing."

So I took off, and with 2:57.8 I was 2.7 seconds faster than the American.

To "learn" a slalom is a special art, comparable to a tricky chess problem or a difficult cross word puzzle. Only if you have the picture of the slalom in front of you can you ski it correctly.

*continued*

After his three Olympic victories the grateful Austrian government gave a medal to Sailer for his achievement



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#### Toni Sailer

You have to memorize it piece by piece. To do that you can concentrate on only one gate at a time. Even the attempt to take two gates together or to remember a whole series of gates as a whole is difficult for me. At every gate I think over very carefully how I am going to approach it, hard by the post or some other way. I practically see myself in front of the gate and impress each phase so exactly onto my memory that it unspools afterwards like a film. The terrain has to help you in doing this. It is most difficult to memorize single gates on a completely even course. Hilly terrain, on the other hand, has a lot of advantages. And something else. I don't remember a slalom going up from the bottom, but rather from the top down. In other words I don't walk up from the finish line to the start, but prefer to descend from the start to the finish. First of all because I can retain the necessary ski style much better in looking back and secondly because the pictures of my memory lie in the same series as I will need them during the race, not the other way around. I remembered both Olympic slalom courses on the Col Druscie, 178 gates in all, so well that I could still describe each gate exactly several weeks after the race. Perhaps the four years I spent as apprentice and journeyman in my father's shop helped me accomplish this difficult feat of memory. An artisan too has to be able to imagine all the details of a piece of work or a difficult repair job. He has to know in every situation what has to be done at a particular moment, which tool, which movement he needs.

I've often been asked what an Olympic racer does while waiting for a race. Everyone has his own recipe. I don't really have one, except that on those days I don't do anything I don't usually do on a day off. I don't think it's a good idea to change your habits with a special diet and a special daily agenda. When I'm hungry I eat what I like. When I'm thirsty I drink, and I drink what pleases me. If I want to dance a little during five o'clock tea—why not? If I'm sleepy I go to bed. In short everything happens as if nothing special was in the offing. I feel that the nervousness of some racers is linked to the fact that they are continually reminded of what is to come by their special diets and other "dos" and "don'ts" so that they can never turn off the pressure.

END

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# The Case For NEW MEXICO

by Vern Rogers

**M**ajor league skiing has been a fact in New Mexico for almost a decade, yet to most skiers the Land of Enchantment is a Land of Mystery.

It is not that the yearly progress and the older aspects of New Mexico's ski areas have gone unrecorded. If anything, there has been too much of the "Gee whiz! Skiers with stetsons!" type of stuff. While interesting, it tells little of what skiing is like in the least known ski region in the United States.

Actually, there is nothing odd or screwball about the skiing in these parts. While the after-  
*continued*

*Jean Mayer, instructor at Taos, demonstrates the modern way (left); high jinks with a Latin touch at Santa Fe Basin (top, right) and some of the tempting terrain to be found throughout the mountains in New Mexico (bottom, right)*



Harvey Caplin Photos. Photo left through N.M. Dept. of Development



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ski amenities are both plentiful and unusual, the real joy to those who take the plunge and vacation here is the old fashioned skiing to be found at resorts like Red River, Taos Ski Valley and Santa Fe Basin. These and others in the state still have the verve which made the pioneer resorts of the middle thirties so exciting, despite the fact that their facilities are as modern as any to be found in the United States.

The most logical explanation why New Mexico is skiing's land of mystery is that skiers cannot quite convince themselves that there are mountains in the state. The usual picture is one of deserts with towering buttes, lots of sunshine and virtually no rain. It is only after the loyal New Mexican has pounded home the fact that the same Rockies which give Colorado its skiing reputation can also be found in New Mexico that the uninitiated relent. It usually takes an on-the-scene inspection to remove the last vestiges of doubt.

It is hard to blame the skier for this skepticism. For years the state has sung the praises of its dry, sunny climate and only recently has it realized that its snow was an equally precious asset. It has also found that the two are not as contradictory as they might seem. The same dry weather which delights the sun worshiper also assures the skier that his snow will be powder. For that matter, the sun is no stranger to the state's ski areas. Most of them can boast three hundred or more days of sunshine a year.

When does it snow? As at many of this country's top resorts, mostly at night. When the sun goes down the wispy contrails high in the sky turn into snow clouds and are intercepted by the mountains. This is why on many mornings you will find a fresh coating of powder on New Mexico's slopes.

Another attractive feature of New Mexico skiing is that most of its areas are within an hour's drive of the state's major cities. This makes it convenient for those who want to broaden their vacation with other activities.

Typical in this respect is La Madera, only twenty-three miles northeast of Albuquerque, New Mexico's largest city. The creation of Ben Abruzzo and Tenth Mountain Division veteran Bob Nordhaus, La Madera offers two T-bars and rope tows and a variety of slopes with a maximum vertical drop of 1,400 feet. It is possible to leave the city in bathing suit weather and be in ideal snow

SKI, JANUARY, 1961



*Spring skiing at La Madera also brings out the fancy dress costumes of New Mexico's rapidly growing ski population*

country in less than an hour. These conditions aren't confined to a small part of the year. This season there was more than enough snow to start skiing in the middle of October.

The atomic city of Los Alamos has an area almost as convenient. Located on Pajarito Mountain, it is the property of the Los Alamos Ski Club, but is open to the public.

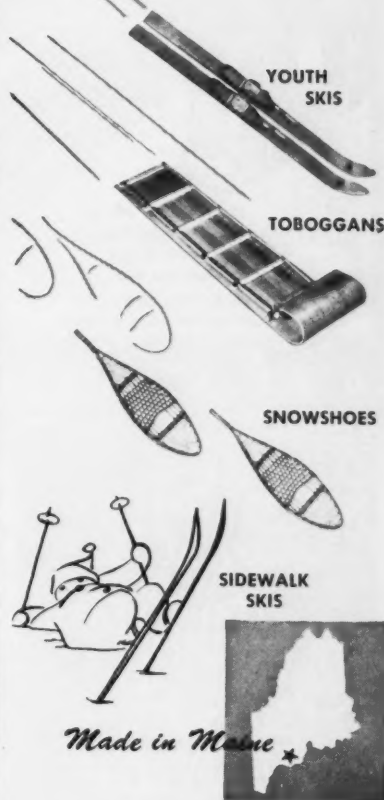
Snow-poor Texans have made three smaller areas around Ruidoso and Cloudcroft in the southeastern corner of the state their own. While they lack the spectacular facilities of their northern brothers they serve well their purpose of converting flatlanders into mountain lovers. Although fifty miles further south than Macon, Georgia, their 9,000-foot altitude in spectacularly primitive Lincoln National Forest guarantees the kind of snow conditions which make the long haul from the plains worthwhile. And those who yearn for bigger things may soon have their wishes fulfilled. A major development is scheduled for this region.

Richest in major resorts is the Sangro de Cristo range between the capital city of Santa Fe and the Colorado border, about one hundred miles to the north. Here we find — from south to north — Santa Fe Basin, the Sipapu Ski area on the Taos-Las Vegas Highway, Taos Ski Valley and two-year old Red River. So successful are these areas that their yearly progress charts look steeper than the profiles of their expert trails.

The success of these areas is not accidental. Their proprietors — a shrewd

*continued*

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One of the major attractions of New Mexico skiing is the vast untapped skiing potentials of its mountains. This scene is at picturesque Hondo Valley near Taos

**New Mexico**

and colorful lot — knew a good thing when they saw it and that it would only be a matter of time before the word got around. And it has already. Taos, for instance, has earned itself a reputation as a “skier’s ski area” thanks to Ernie Blake’s insistence on short lift lines and plenty of good skiing. This is why for the second year in a row the area was chosen for the National Veterans’ Giant Slalom Championship.

Much of the same spirit prevails one mountain range away at Red River where Buzz Bainbridge presides. This proximity has given rise to an exciting dream of a hookup between the two areas. The terrain is so rich in skiable slopes and trails that even blasé veterans of Europe’s finest skiing become rhapsodic about the possibilities.

But the prospects don’t end there. Stand at the top of the lift at colorful

Santa Fe Basin. To the south you will see the city of Santa Fe. To the north there are endless slopes. Many of these are still to be discovered since the Sangre de Cristo Range is only half explored. It is the feeling that the potential has only barely been tapped which makes skiing such an adventure in New Mexico. There is a constant sense of expectancy. As you look at mountain range after mountain range fading into the distance you begin to wonder what it would be like to ski on the next ridge, and the one beyond that, and the one beyond that.

A day of such skiing is rich fare indeed and a change of pace is more than welcome. This is where New Mexico provides possibilities to be found in no other ski region in the world. Its charm is not of the imported European variety, but something completely its own and the product of the state’s unique place in this country’s history.



Red River's Jean Bainbridge has taught thousands of Southwesterners to ski

Indian, Spanish and Anglo-Saxon influences have all played a role here, each contributing something, but without destroying the essential qualities of the other. The resulting combination makes for a wordly atmosphere which has attracted artists and craftsmen from all over the world. Add to this the French, German and Swiss influences, which are almost essential in any ski lodge, and you have an international flavor which even Europe can't match.

There are other touches for which the state has long been famed. Pinon log fires, spectacular buttes, cactus, adobe haciendas and colorfully garbed Indians. Combine all of these with some of New Mexico's skiing and only one mystery remains: why haven't you tried this long ago? **END**

Pete Totemoff, a native Indian, is the favorite of many New Mexico skiers



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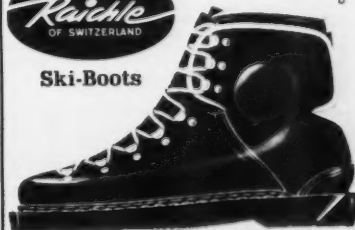
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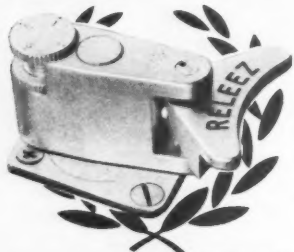
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## 'ECONOMY SKIING'

continued from page 25

on his own. The Teknik seems to work.

"Ten lessons usually does it," said the Austrian Foeger, who got his technique ideas in Spain after playing all sorts of sports at the championship level in his native country.

Thanking Mr. Foeger, I paid for my hamburger and chocolate, begged a ride into Newport, Vermont, and took up my hitchhiking stance at the gateway to Canada. I'd never seen Mont Tremblant, but I'd heard a lot about it.

As it grew dark, no one took mercy on a poor starving ski bum who was freezing to death right there at the edge of the highway. When it was quite dark, I pulled in my thumb and trudged across the street to the Canadian Pacific Railroad station—steamheated. I contracted with the baggage master to have my skis shipped to Tremblant for \$1.90, pulled out my supper of dried apricots and informed the station agent, when he queried me, to wake me up for the 7:15 to Montreal. All in all, it was a comfortable night.

My last ride into Montreal was from a big wheel in the aforementioned upholstered sedan. We had a quiet steak

dinner at his exclusive club, then I took the bus to Mont Tremblant. Hitchhiking is a terrible way to travel out of a Canadian city—truthfully, it is next to impossible.

At 11:30 that night the bus gave its last bounce and hauled up at the foot of a driveway. "Mont Tremblant," said the driver from between clenched teeth, and I stepped out. Five dollars it had cost, but it was dependable travel.

The driveway led to Mont Tremblant lodge, and, sure enough, my skis were stacked in the vestibule. It was with a light step that I entered the Lodge and demanded to see the manager. During the usual wait I watched the milling throng of guests, busy at having a good time. Good grief! It was Easter vacation.

"Yes, I believe we have something for you," said the smiling manager. "We can fit you in, at twelve-fifty a day."

I was so stunned I could only answer with "But I have my sleeping bag with me . . . say for around a dollar a night . . ."

Nope. The only thing like that was at Devil's River, twelve miles around the other side of the mountain. "You can take a taxi," the manager said courteously.

"How much?" I was becoming wary by now.





"I think they charge four dollars . . ."

I made it hitchhiking. As a matter of fact at one o'clock in the morning, during the usual wait to see the manager, I found myself in front of a roaring fire, a bourbon and ginger in hand, telling the donor—a New York TV executive—all about ski bumming.

Since it was the middle of the week I had the bunk room all to myself at a dollar a night. Hot showers and seventy-five-cent meals were available just across the way at the Bear's Den. It was only a scant forty-two paces from my front door to the chair lift. The plan was to get up high and ski the upper trails until noon, then visit the lunch-room cabin on top and fill up on free soda crackers and cream and sugar "milkshakes." I bought a candy bar, too, to prove I belonged.

And so passed four delightful days of skiing—first one up and last one down, in time for a hot shower and a clean drip dry shirt before wandering over to provide local color at the Devil's River Lodge.

When it came time to leave we were all one big happy family, the Mont Tremblant Corporation and me. The delivery truck driver from the main lodge agreed to return me to the outside world after his 7 a.m. trek to the Bear's Den. "That'll be four dollars, please," he said as I moved to step out of his truck. I gave him my last thirty-eight cents and we parted friends.

Things went extraordinarily well until the Turnpike. It's against the law to hitchhike on the Turnpike and I was shivering my skeleton out of its customary bindings when an agent of the law offered to drop me off at a more heavily traveled exit on his way home.

"There's an odd-ball ski expert on the pike," he said on an all-exits radio alert, "keep him warm. Over." He paused and turned in my direction. "You *really* think I could get to do that ski stuff, huh? . . ." and we were off.

Not only did I warm up at the next exit's radio room, but that's where I got my ride in the cattle truck. Four hours later it was 2:30 in the morning and we hauled out the tail gate for the third time—this time for a Jersey heifer.

"You sure you ain't goin' further?" asked the driver. "I sure could use your help."

"No thanks," said I, and turned to walk the last mile home. It was the end of my week, it was the end of my \$25 and it was the end of my ski-bumming . . . for another season.

**END**



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# SECRETS OF EFFORTLESS SKIING

## *part four: schmieren*

by CLEMENS 'MIKI' HUTTER

*Bud Phillips Ski School, Mad River Glen, Vt.*

**W**hen riding the chairlift, take a close look at the parallel skiers. Many of them hop up and down and swing their poles furiously, but the effect on their skis, considering the effort they are making, is very minute. So if you want to start skiing parallel, or if you are unhappy with the parallel skiing you're now doing you should tackle the problem at the very root.

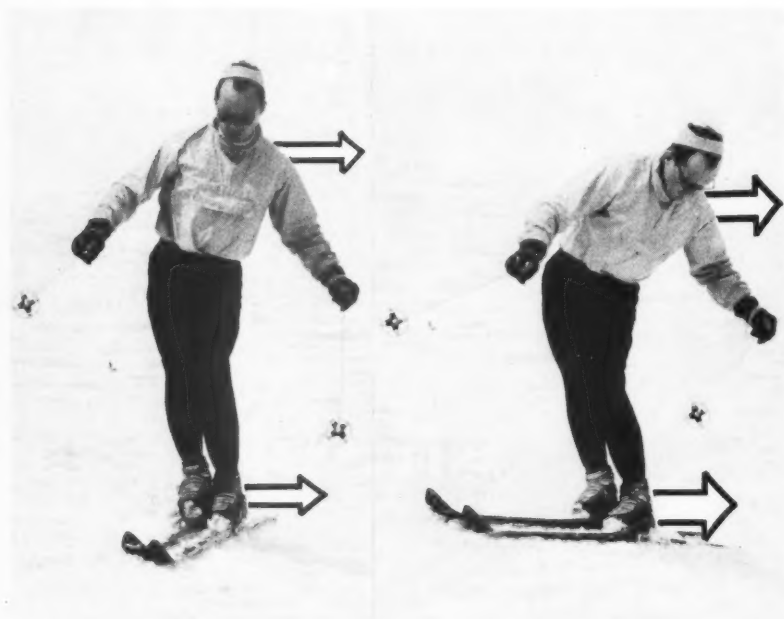
We mentioned once before in this

series of articles that the transition from the stem christie to parallel skiing is the biggest psychological stumbling block for the average skier. This need not be so since by the time he has reached this stage, the skier has already learned many of the elements of the parallel turn without realizing it.

Most ski schools teach the uphill turn to a stop quite early in their

classes. In this turn the skis are parallel and heelthrust is used. And by the time you are ready for parallel turns you've also learned quite a bit about edge control, sideslipping and reverse shoulder. These are all important in parallel skiing too.

Looking at the essentials of parallel skiing, we can pick out three factors which we don't find when we are using the "V" position to make a



*The heelthrust as used in schmieren is demonstrated here. Pictures above show sideways displacement with skis pivoting around their tips as heelthrust is applied. Note how upper body compensates by leaning in the direction of the displacement. Pictures on the right show how counter rotation of the shoulders balances the twist of the feet in the heelthrust. Note how closely knees and boots are squeezed together. This eliminates edge and other problems (see text)*



turn. They are heelthrust, uplift or unweighting, and pole action. Although only the heelthrust makes you turn, the other factors are important, too, particularly in the more advanced forms of skiing.

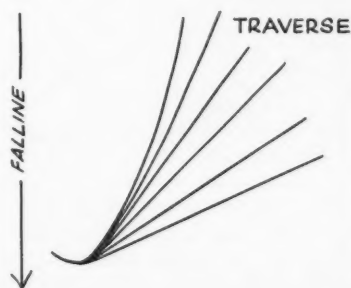
Take a close look at the pictures describing the heelthrust and then practice the following:

1. Traverse in a slight comma and reverse shoulder position on a moderately steep hill. Then start to push the tails of your skis sideways and downhill. You will notice that this results in an increased comma and reverse shoulder position as well as an uphill turn. This is the heelthrust as shown in the pictures.

2. Keep practicing heelthrust, but increase steepness of traverse. Practice until you can use heelthrust with confidence (see sketch below).

3. Look for a long and gradual slope. Start straight down, standing on the balls of your feet and keeping arms spread and hands about hip high. If you now apply heelthrust you will find yourself turning. But in-

*continued*



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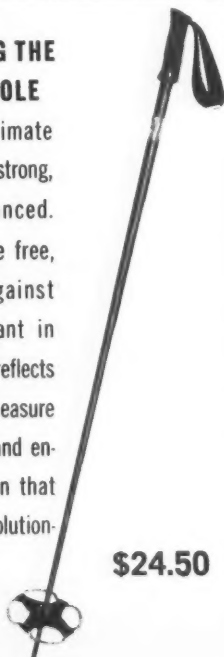
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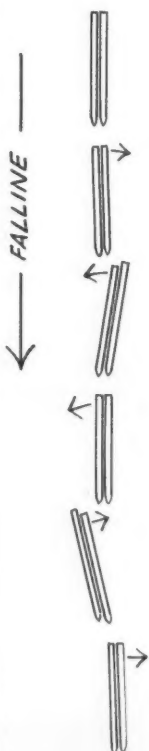
## Schmieren

stead of coming to a stop immediately push your heels to the other side and a turn in the opposite direction. Try to make as many turns as possible. This may sound complex in words, but is simple in practice providing you follow two rules: practice heelthrust from a traverse; and keep the skis close to the fall line as you whip them back and forth.

The maneuver above is called "schmieren" and it is the best way to learn parallel skiing that has been worked out.

In schmieren you do not have to worry which ski leads if you squeeze knees and boots hard together. Schmieren also eliminates worry about the edge problem since it is done with heelthrust, which puts you in the comma position and, consequently, puts the skis on the right edge automatically. If you practice schmieren diligently, you will find yourself becoming so familiar with your skis that leading the inside ski and edge changes will no longer be problems as you advance in parallel skiing.

END



*In schmieren, 1. stay close to the fall line; 2. keep arms extended sideways to make counter rotation effective; 3. link at least six slight turns to acquire the feeling for rhythm; 4. stop immediately if you feel you're losing your control. Never try to correct situation if rhythm is lost, but start new series of turns*

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Edmonton's downtown factories and office buildings are clearly visible from Connor's Hill, home of the Edmonton Ski Club. When the club stressed family . . .

## All Downtown for

by Norman C. Flaherty

**Meet the members of Edmonton's ski club, who have built a minor resort in the downtown section of Alberta's capital and in the process showed what an active club can do if it really wants to**

It is not an unusual sight to see families in Oslo, Zurich, New York or San Francisco climbing into automobiles bound for a day or more of skiing on the great white trails. It is not an unusual sight in Edmonton, Alberta, either, but there is a difference: the journey is downtown, not out of it.

As numerous as the cities are that can claim fine parks in their downtown areas, few can claim, as Edmonton can, a twelve-acre sanctuary of trails and dales devoted exclusively to skiing.

Situated near the banks of the Saskatchewan River, which winds through Canada's fourth city, the park is the home of the Edmonton Ski Club. Its 1,500 members make it the second largest such group north of the border where it is outranked only by the Montreal club, which draws on four times

Photos by Dr. B. L. Dunsworth

SKI, JANUARY, 1961



... skiing its membership leaped from a handful to more than 1,500

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families the population that Edmonton does. Perhaps more remarkable than this is that real mountain skiing is something of a luxury and over 230 miles away. With the exception of the park, the country around Edmonton does little to encourage skiing.

Despite this handicap or because of it, there is supervised skiing from November until April, twelve hours a day. The club's gates open at 10 a.m., and the hills are floodlighted from late afternoon until the last fan has departed for the day.

Snowfall in Edmonton is light, but the air is frosty all through the winter months. It's ideal climate for snow-making, the club mechanics learned, and promptly acted. By trial and error they built snow-making machinery

*continued*



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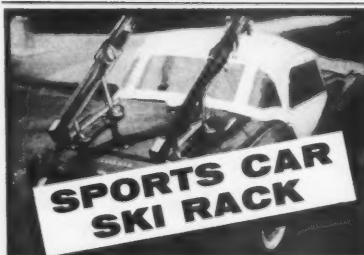
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*Free ski instruction for all members of the family was the first lure of the revitalized Edmonton Ski Club. Gradually major improvements were made on the hill and in the facilities. Tow hut on the right also houses snow making equipment.*

### Downtown for Skiing

which keeps the hills covered with snow throughout the season.

Although skiing in Edmonton goes back to 1911, when a jump was built for the adventurous Norsemen who penetrated these parts, the club's current high standing goes back only five years. Up until that time the club had nothing to set it apart from hundreds of others. There was a deed to six acres of the park, but enthusiasm was lacking. The few avid skiers in residence preferred to brave the 250-mile drive to Jasper or Banff.

A new executive board, elected in 1955, made things hum. From the talk a stranger might have thought he was in a mountain town rather than in Edmonton, which always boosted itself as the meeting place of the prairies and the flat bushlands of the Northwest.

Why not make the club a "family" place, wondered the board, and forthwith did just that. From now on the club's park was to be a place "where you could spend a day not only skiing, but learning to ski properly and safely."

It didn't take long for word to get

around that "Connor's Hill" was becoming something more than a local knoll for "ski bums." Whole families enrolled in a steady stream and the board soon found itself in the happy position to afford an extension to the clubhouse, better equipment, three rope tows and an adjacent six-acre slope.

Although the club can now boast a large body of experienced skiers, the big pull was and still remains free ski instruction. Under the supervision of chief instructor Bob Jackson, forty graduates of the Canadian Ski Instructors' Alliance School teach young and old, beginner and expert.

One of the club's most enthusiastic fans is J. R. "Jack" Munro, industrial commissioner for Edmonton: "I can think of no finer sport for my family ... and both my daughters have learned more discipline and self reliance on the ski trails than anywhere else." One of his daughters, Marilyn, now fifteen, occasionally takes to the club's fifty-five-meter jump, where she has sailed as far as 114 feet.

Rodney Pike, the local manager of a large insurance firm, is equally sold



on the "family" idea. His duties as chairman of the Edmonton Ski Council, which is responsible for competitive skiing in the city, is a particularly happy one. His daughter, Sheila, won the women's city and the Alberta provincial slalom championships last year when she was only fifteen.

No club can keep moving without its doers. The club has many of these, but few have so devoted themselves as Angus McDonald, immediate past president and assistant accountant for a large publisher. He puts in about twenty hours a week during the winter on the operation of the tows and snow-making machine and the grooming of the hills. During the summer he spends all his spare time making improvements. And as for spreading the message, there are few to match Cy Trudel, who not only spends numerous hours as head of the ski patrol, but also teaches skiing to the Princess Patricia's Canadian Light Infantry, a branch of the Canadian Army stationed in the city. It was one of these men, after his first afternoon on skis, who summed up the situation nicely.

"This is great stuff. Never experienced anything like it."

The residents of Edmonton couldn't agree more. **END**

*Edmonton's lifts are not elaborate, but they are adequate. Members have to drive over 200 miles for better*



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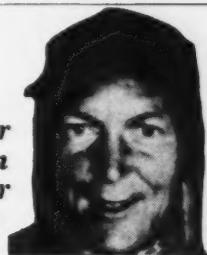
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Marvin Richmond Photos

*Age is no bar to fun on skis as oldster Charley O'Connor of Wilmington, Vt., demonstrates at a gala costume party held at Mt. Snow, Vt.*

## Golden Ski Years

by Doris Kirkpatrick

**You can't keep an active oldster down. More and more find skiing is a wonderful way to enjoy their retirement years**

**S**kiing, in terms of time, is reaching a ripe old age. And so, for that matter, are some of its early practitioners. Some are in their limber sixties, others in their cautious seventies, and there are a few, believe it or not, in their spunk eighties.

That these Golden Agers should keep on skiing doesn't really surprise the sport's ardent advocates, who stick firmly to the proposition "once a skier, always a skier." What is surprising is that the example of skiing's veterans is inducing others in their age bracket to leave their rocking chairs and start as rock-bottom beginners.

Those who erroneously believe that skiing is strictly a young man's sport should take a look at skiing's elder—but still active—statesmen. CBS commentator Lowell Thomas is in his sixties and a more enthusiastic skier than ever. Former Governor Joseph P. Johnson of Vermont and former Governor Averell Harriman of New York are both over sixty-five and still going strong.

While there is no record of competitors in this age bracket, a number of fifty-and-over racers and jumpers show up every year at veterans' events, and last year, Eero Kolehmainen of Finland, at forty-two, was kept off his country's Olympic cross-country team only because of an untimely injury. He expected to make the 1962 FIS team.

For reasons of terrain and convenience, the areas of southern Vermont have become the favorite playground of skiing's older set, although each area can probably claim its Golden Age adherents.

"About fifteen per cent of our skiers are past retirement age," says "Mitch" McLoughlin of the Mount Snow staff. They may have retired from business, but they haven't retired from having fun.

Setting the pace at this busy ski center are Robert Moss, seventy-seven,

father-in-law of Mount Snow promoter Walter Schoenkecht, and Dr. Carl C. Harvey, seventy-four of Middletown, Conn.

While there is not as high a percentage of older citizens at nearby Hogback, skiing grandmothers and grandfathers show up regularly. At the Burrington Hill, about sixteen miles from Mount Snow at Whitingham, elderly skiers are among the keenest enthusiasts.

From ten to fifteen of the so-called elderly enroll in every Mount Snow's ski classes for beginners. There's one gay blade who entered a beginners' class at eighty-two and another who celebrated his eighty-fifth birthday by getting out on skis for the first time.

Can these old folks really achieve anything besides sitzmarks or broken legs?

"If the senior citizen wants to learn to ski, he can learn," says McLoughlin, "assuming of course he is in reasonably good health. If a man has ever played baseball or been a good dancer, he doesn't have any trouble. It's rhythm and relaxation that make a good skier."

McLoughlin, a serious young man endowed with hard-headed Vermont practicality, scoffs at the idea of the elderly beginner or the instructor getting a case of jitters for fear of injury.

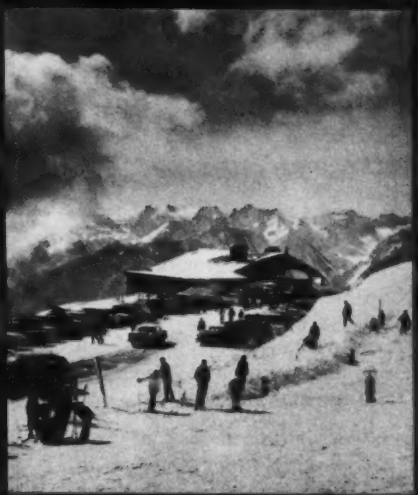
"Elderly skiers almost never have accidents," he says. "They are careful to follow directions and they have sense enough to stay under control at all times. Instead of schussing down a

*continued*



Bill Williston of Northampton, Mass., finds service on the Mt. Snow ski patrol a rewarding experience

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Lewis R. Brown Photo

*Companionship is one of the greatest pleasures of skiing. What is better than two Golden Ager who can share the thrills of the sport*

mountain they do a lot of turning, they rest when they are tired and don't push themselves."

While the Lorelei on the mountain tops rarely lures a Golden Ager to his destruction, the senior citizen does stop more often than the younger set to take an appreciative look at her glittering charms, the diamond luster of sun on snowdrift, or the powder-crusted spruces. He also finds pleasure in comradeship with the young who happily accept him into the fraternity.

Because skiing is basically a non-competitive sport, older skiers don't have to keep pace with the younger generation. They have no ambition to be downhill champions, nor do they attempt geländesprungs. Trails with names like Jaws of Death they leave strictly to the experts.

Usually novice trails offer the Golden Ager plenty of excitement. When his muscles tell him it's time to quit he sits

in the sun watching the children tumbling about, or chats with other old timers like himself.

Or he may give his wife pointers. Many Golden Ager like to have their wives along. In contrast to other sports skiing can be engaged in *en famille*.

One of McLoughlin's favorite stories concerns John Wheeler of Chester, Vt., a retired businessman in his sixties. He loves skiing and so do his two sons. But his wife turned a deaf ear to his plea to join the fun. Accompanying the family on weekend ski trips, she stuck to her knitting.

A little psychology proved the answer to Mr. Wheeler's problem. Each Christmas he presented his wife with some gift in the ski line—boots, colorful sweaters and mitts—and last Christmas—skis. That did it. With an entire outfit she had to try it out and once on skis she fell victim to the spell.

Older skiers like to keep in close



touch with the sport by becoming members of ski patrols or operators of ski developments. McLoughlin has high praise for the senior citizen members of the Mount Snow patrols.

"They are dependable," says McLoughlin, "their experience is invaluable, and they have the know-how to act wisely in emergencies. You can count on them."

"Chet" Page, operator of the Burrington Hill development, is a retired oil dealer from Princeton, N.J. He took up skiing only eight years ago. Four years ago he searched for a place where he could ski to his heart's content on his own land.

Buying a 2,400-foot mountain in Whitingham, he bulldozed four trails, hung out the welcome sign and found himself in business.

The family-size area, which limits its capacity to 300 skiers, has great appeal for the older folks, who appreciate the picturesque trails, the easy slope for beginners, the personal attention and homey atmosphere.

Chet's great joy now is in teaching others how to have as much fun as he does—no matter what age they may be.

Skiing's oldsters have one other advantage. They don't have to confine their skiing to any particular day of the week, but can take their pleasure at any time they wish. With shorter lift lines and plenty of time to learn and practice, it isn't surprising that they can show their grandchildren a thing or two when they come up over the weekend.

END

Marvin Richmond Photo



Older skiers who know their sport are a great help to young neophytes

SKI, JANUARY, 1961

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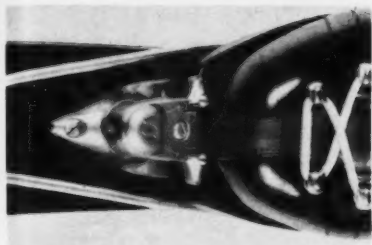


### HEAD SKI POLE

The Head Ski Co. of Timonium, Md., is now producing a lightweight aluminum ski pole with a two-year unconditional guarantee against breakage. The slim, tapered shaft is drawn from the same material used on the bottoms of Head's Vector skis. Burnished collars hold the rings in place but allow rapid changing. The pole has a tempered steel point and neoprene grip and retails for \$24.50.

### IMPROVEMENTS

As a result of recommendations by expert skiers, several improvements have been made in the Look-Nevada release toe piece. The flange of the self-centering device has been widened to contact more of the boot sole and the teeth have been notched deeper for better purchase between the toe piece and boot. Modifications have also been made in the Look turntable.



### NEW SAF-SKI

Refinements have been made in the new automatic Saf-Ski toe release unit invented by Hjalmar Hvam, 21 N.W. 23rd Place, Portland 10, Ore. Adjustment of the Saf-Ski is controlled by the tightness of the cable. Cable adjustment varies according to the weight and strength of the skier. The toe piece retails for \$5.95. Margesson & Co., Ltd., of Toronto is the Canadian distributor.

### WAXING CHART

Handy for solving waxing problems is the new waxing chart available from F. H. Wiessner, Inc., 159 Lakeside Ave., Burlington, Vt. The chart applies to Wiessner Wipe-on and Fall-Line waxes. In the November issue F. H. Wiessner, Inc., should have been listed as the inventor and manufacturer of Rain Ban, a new spray waterproofing agent.



### BASE LACQUER

A method of bonding DuPont's Teflon to ski bottoms has resulted in the marketing of Go by Go U.S.A., Inc., Box 202, Pearl River, N.Y. Go requires no wax, in fact it won't hold wax, and according to the distributor, is fast on any snow. Any skier can apply Go by following the instructions that accompany the kit. The kit contains a primer, two solutions that must be mixed and brush for applying the lacquer. Retail price of the kit is \$9.75.

SKI, JANUARY, 1961

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### ZERMATT

#### GRAND HOTEL ZERMATTERHOF

First class. Facing Matterhorn.



John Burns Photo

## Positively Sel Hannah

**The story of a remarkable North Country farmer on whose very definite influence depends the enjoyment of a large number of American skiers**

*by John H. Lannan*

**M**any a skier has nurtured the dream of his own ski area. "I know a nice mountain," he'll say to his friends, "All it needs is a lift and a few trails and we are in business . . ." Fortunately for his pocketbook, by the time he has expounded his case, he's moved to the head of the lift line and the dream is forgotten.

For the few who are in a position to persist, it is the beginning of a long hard road. Somewhere along it they're likely to encounter Sel Hannah.

Sel Hannah, forty-seven years old, sometimes bearded and with all the surface characteristics of a New Hampshire farmer (which he happens to be), is one of the handful of men qualified to survey and lay out a ski area and advise on its feasibility. He also happens to be one of the most colorful personalities in a sport loaded with them.

Not that Sel needs an introduction to the ski fraternity, but his name will sound more familiar if it is noted that he is the father of twenty-one-year-old Joan Hannah, the gutty young Olympian, who threatened to take the Olympic downhill title from Heidi Biebl. She had successfully negotiated treacherous "airplane turn" but took herself out of

contention by hitting "that dumb gate" immediately following that turn. And as a chip off the old block, she turned in the fastest time in the women's giant slalom—alas, only as a non-participating forerunner.

Sel, as first coach to his promising daughter, probably had not forgotten to prepare her for bad breaks of this nature. He's had his share of them. He was a member of that ill-starred FIS team which was to go to Norway in 1940. The roster consisted of some of the most hallowed names in the ski world today, but that didn't prevent Adolf Hitler from breaking up the show.

Among other distinctions Hannah has earned was the captaincy of the Dartmouth ski team, the national senior slalom championship for several years and so many trophies that they still crowd the generous trophy shelves in his home. However, his present claim to fame lies in the fact that he has surveyed, laid out and followed through to completion some of the best known ski runs in the East. Chief among these are large sections of Cannon Mountain, which can be seen from the huge picture window of his hillside home at Franconia, New Hampshire.

To the city dweller, Sel and his

family live what could be considered an idyllic existence high in the White Mountains, near the ski areas and with plenty of creature comforts. Despite the opportunities to stay loose and live a good life, Sel manages to make every day seem like his last on earth. In short, he's a bear for the kind of work that would kill the average commuter type.

One of the most mobile personalities in the mountains, and among the most difficult to catch up with, he's on the go from fall to spring. Between those seasons, he's so busy with spud planting and harvesting that he hardly stops long enough to eat.

One crony says of him, "You're liable to meet him anytime. He gets up long before dawn and quite often I see him driving a tractor through town long after dark with his pipe in his mouth and the tractor treads still dropping mud clumps from the field he just finished working."

Sel admits this is true, that the only way he gets by is by being a time budgeter, "And even then, I don't get much sleep."

Like many another North Country resident, he gets precious little time for fun skiing in the winter. He spends most of his free time helping out with local

meets, carrying teams here and there and mending or building jumps and runouts.

Just about everyone in the little country valley town of Franconia likes Sel. He's also admired—and feared. There are those who say his tongue—properly oiled—could sear the bark off a white pine. He also has the strength and stamina of a giant.

He's been known to leave experienced woodsmen gasping when they try to accompany him on a woods cruising trip. When in the woods and on the farm, Hannah is a bear, doing things by brute force alone. "He does everything, and I mean everything, the same way," said one longtime friend and neighbor.

One of Sel's ideas of fun is square dancing—a pastime he indulges while in bare feet. He's even been known to forget his footgear and head for home sans shoes at an evening's end, a feat that can have considerable consequences to any ordinary man in the formidable midwinter climate of a mountain village.

Another diversion is the conviviality offered by a sip of the malt with old skiing friends and team mates.

This woods-hardened farmer follows North Country custom in his dress: heavy wool shirt and workmen's coarse pants at home and a dressier wool shirt and slacks for business and town wear. He affects the heavy hose and knickers of the nordic cross-country runner while skiing.

His days are quieter in the winter when the farm slows to a relatively slow round of stock feeding, shipping spuds ("Green Mountain variety and all table stock") and bookkeeping.

On a typical, snowy February morning, his program is that of any farmer keeping up with his city brethren in maintaining the niceties of life. If the

*continued*

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## Sel Hannah

pump is working (most winters it doesn't), he washes up and starts breakfast. Then he may go outside and plow the mile or so of road and driveway leading in and out of the farm. Along the way, he's liable to check the heaters in the big underground potato house where the remains of the summer's crop await marketing before going back to the house, which, by then, is visible by the first light of day shining dimly through the last of a snow shower.

If there are guests on hand—quite likely if it happens to be a college weekend and his daughters bring their usual mob—he usually picks up where he left off on the breakfast. Cooking—good cooking—is one of his special skills.

If "Young Sel," or Frank haven't yet turned out to assist their polio crippled mother, Sel gets his wife ready for her day. At breakfast, they may join one or a dozen house guests brought home by Frank, a Dartmouth freshman, or by twenty-year-old Lucy, a Wellesley College student.

On the days when Sel heads out to look over a ski area for some client, he travels to the site by truck, carrying with him a small Snow Kitten that gets him over the most accessible part of the





area. When the Kitten can't go another foot, Sel straps on the skis and skins. At this point, the best course for a would-be assistant is to remain with the Kitten "cause it just ain't humanly possible to keep up with him," according to one veteran timber cruiser.

He scoots up and down slopes, dashes in and out of the trees, makes notes in an engineer's field book and in a ridiculously short time has covered a whole mountain and is ready to go home.

Back in civilization, he correlates his notes with snow records, roughly outlines the terrain to be covered in a more conventional survey and comes to a preliminary conclusion on feasibility. Many of his clients are friends of skiing years gone by. They trust his judgment implicitly, partly because of his admission that "a hell of a lot of the work I've done is to advise people not to build."

If, as rarely happens, someone questions his analysis they run up against a mind that matches the physique for power. When a wrongly persuaded, would-be backer can't be swayed with logic, he's likely to meet the "very

*continued*

Sel frequently helps out with meets. Here he gets ready to clock Young Sel who is Franconia's next hopeful

Dorothy I. Crossley Photo



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John Burns Photo

Among Hannah's remarkable offspring is 1960 Olympic team member Joan

### Sel Hannah

positive personality" Sel has long been respected for.

Sel's youth in the White Mountain area was a relative guarantee that he wouldn't grow up without some kind of knowledge of skiing. Using this as a base, he added to it with his Nansen Ski Club membership, which started him off on competition skiing, his four years at Dartmouth and his pre-war years as a national competitor.

He was a standout nordic performer but managed to hold his own with honors in all four events. He attended McGill University for a year after he got out of Dartmouth and made up for a lot of lost recreational skiing time while mulling over possibilities of a medical career. During the war, he was a member of a G-2 training group instructing paratroopers in skiing.

Sel became a farmer when his premed ambitions petered out and he started casting about for "something that would keep me outdoors." He and Polly, who before her illness in 1949 nearly matched Sel as a worker, bought the first sections of their present farm and opened it to wartime ski guests. Business was good and they prospered. The farm was expanded to its present 450 acres and finally they moved from their big, gingerbread-coated, red farmhouse to the new ranch which Sel designed to accommodate Polly's wheel chair.

Like its owner, the house is deceptive as to size. Looking from a distance like a cottage, it turns out to be huge, sprawling and interesting. The living room, paneled with glass at one end,



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looks out on Cannon Mountain and Polly's Folly, the trail named after the mistress of the house. One whole wall is made up of bookcases and fieldstone fireplace. At the rear of the room is a den-office, packed with trophies and Sel's business gear. The furnishings are simple, plentiful and well used.

The house is shaped like a "U" with one leg making up the living room and the other leg the bedrooms and dressing chambers. The whole structure reflects the owner-designer.

Talking about his work, Sel comments:

"I like what I do. I only wish farming paid a little better. Anyway, it's a good way to bring up kids."

His first ski area layout was the now defunct Plymouth, N.H., hill in 1935. He participated in the original survey of Mount Sunapee and has since designed areas in New York, Maine, Massachusetts and New Hampshire.

When looking over an area, he seeks evidence of "whether the terrain is rocky or soil, the drainage problems, forest cover, accessibility, possible terminal sites, parking areas and innumerable other factors."

His philosophy of ski area development is that "There are damn few areas that are going to be gold mines. Most of them are just something for the towns concerned to have as recreation during the winter and to provide some tourist business."

Behind this philosophy is a good deal of New England money. A lot of cash from other states appears to be ready to follow suit and it's a good bet that not a penny will be spent backing a wrong horse. Sel's work has been tested in existing areas. He and others have been able to profit by early experience.

In short, here's a skier's skier looking out for future skiers and the trust seems to be in good safe hands.

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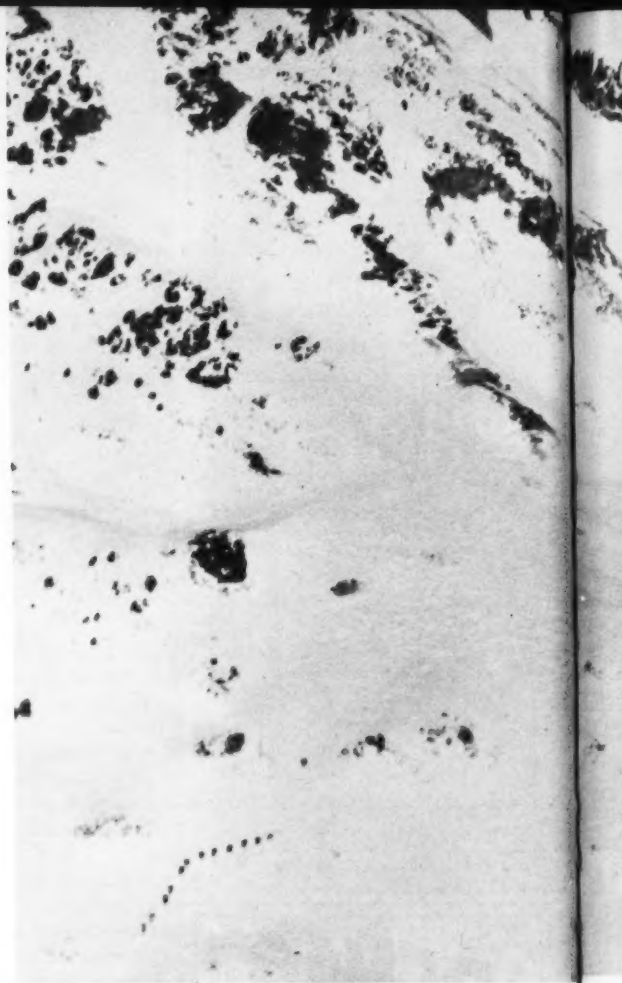
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Western State College cross-countrymen (left bottom corner) approach East Maroon Pass, the highest point . .

## BY THE BACK

by G. R. Kirkham

**W**hile most of the skiing population was still dreaming about the official start of the season, a group of Western State College men were rolling out of Gunnison, Colorado, for a trip few skiers would consider—and then only in the springtime.

Their destination was Aspen, over 258 miles by road, but only fifty-six miles as Western State's cross-country skiers go. It is one of the oddities imposed by the rugged Rocky Mountains that the auto trip takes almost two thirds of the time it requires to make the journey on foot.

To get them on their way, the skiers

were driven to Crested Butte, a small mining town twenty-eight miles northwest of Gunnison. There they donned their cross-country skis for the hike across the snow-covered mountains.

The jaunt is nothing new. This year's trip was actually the twelfth since Sven Wiik took over the ski coaching reins of the small state college. The first was from Lake City to Ouray, over a shorter distance, but over terrain so rugged that it called for more mountaineering than skiing. Since that time the Crested Butte to Aspen route has become standard.

Ski team members actually look for-





... on their twenty-eight-mile hike across the Rockies to Aspen. Time for the trip was nine hours, thirty minutes

## WAY INTO ASPEN

Photos by Walter Jackson and Eddie Demers

ward to the twenty-eight mile hike since it signals the end of the pre-season training period, which includes soccer, gymnastics, long hikes and the annual "W" mountain foot race. The latter, usually dominated by Wiik's charges although open to all, is nearly three miles to the top of Tenderfoot Mountain, south of Gunnison.

Since he first came to Western State, the Swedish-born Wiik has made the college one of the leading ski powers in the country and Gunnison the nordic capital of the United States. On the strength of this, he was named coach of the 1958 U.S. nordic FIS team and

the 1960 U.S. Olympic cross-country team. The lure of his coaching magic is such that virtually every section of the country is represented on Western State's cross-country team. And the school's proximity to some of the finest skiing in the United States doesn't hurt either.

While the trip to Aspen doesn't come under the heading of recreational skiing, it is an exciting and unusual skiing experience nevertheless. The route winds its way through spectacular mountain country, which was one of the major stamping grounds for silver

*continued*

SKI, JANUARY, 1961

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*The first leg of the trip took the Western State men from Crested Butte to Gothic, a relatively easy nine miles. Shown here is the start of the second leg from the abandoned mining town to Copper Lake, easily the toughest part of the rugged trip*

## Back Way to Aspen



The fact that the skiers don't get breakfast before they leave encourages speed on the first section of the trip and reduces the risk of cramps. Preparing the meal is Eddie Demers of Lebanon, New Hampshire; sniffing the aroma is Jim Balfanz of Minneapolis. The cross-countrymen have to be completely self-sustaining on the trip and carry overnight equipment as well as their food. At least two meals are eaten on the twenty-eight-mile journey.



Because the skiers already carry thirty-pound packs, no spare skis are carried. Even serious repairs are made on the spot.  
LeRoy Rowe of Gunnison gets a hand from Richard Mize

continued

Although there were no storms and only light snow flurries, the 1960 trip took longer than the record-breaking one in 1959 because of unusually heavy snows for that part of the year. Each of the twelve men took turns in breaking trail




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As though the trail wasn't rugged enough, the langlaufers also had to engage in several balancing acts as they crossed Copper Creek several times on their way to East Maroon Pass. This was one of the wider bridges across the spirited stream

### Back Way Into Aspen

The Western State men are still fourteen miles from their objective — Aspen — but they have reached the highest point on their trip and from here on it is almost all downhill and it won't be long now before they finally reach their destination





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## Back Way Into Aspen

prospectors during Colorado's fabled mining era.

The first nine miles of the trip were relatively easy, following the unplowed road from Crested Butte to Gothic, an abandoned mining town. After breakfasting there, the skiers face the most rugged part of the trip, an uphill haul to Copper Lake, where they had lunch, and East Maroon Pass. The pass at an elevation of 11,500 feet is the highest point on the trip and by far the most awesome, flanked as it is by two 14,000-foot peaks—Castle and Pyramid.

This year there was a slight route change, which involved by-passing Conundrum Hot Springs, but this didn't deprive the Western State skiers of the exciting downhill run from the top of East Maroon pass. In a little over two miles they dropped 2,000 feet to intercept East Maroon Creek, which was the trail marker for the remaining twelve miles to Aspen.

The thin, light cross-country skis—no spares are carried—provided most of the incidents en route. None of these was serious and cracks were quickly repaired with tape and other tools carried by the skiers.

Total time was nine hours, thirty minutes, only thirty-five minutes under the record time of eight hours, fifty-five minutes, which was set under ideal conditions last year. This year the snow was deeper and the skiers had to break trail much of the way. Ironically, within two miles of Aspen snow conditions turned spotty.

Although they carried thirty-pound rucksacks—necessitated because of unpredictable weather and the fact that the trip has taken as long as seventeen and a half hours—none of the skiers was any the worse for wear after the experience. This was good news for Coach Sven Wiik, but bad news for his opponents this season.

**END**



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### TURTLE NECK SHIRT

No skier should be without at least one of these fine imported cotton shirts. Excellent for all casual wear. Ladies' colors: Black, White, Red, Yellow, Forest Green, Olympic Blue, Beige, Powder Blue, Lilac, Navy, Olive or Plum. Sizes Small, Medium or Large. \$3.95. Men's sizes in the above colors, Small, Medium, Large or Extra Large, also \$3.95.

### MANSFIELD SPORT SHOP STOWE, VERMONT

Send for new 1961 catalog.



You'll Never Lose Your Skis  
... if you wear the

## SAFE-LEASH \*

\*Patented

- Strong, woven, s-t-r-e-t-c-h Nylon Cord prevents sudden jerk when ski comes off; weight of ski prevents recoil.
- Fits snugly around boot. No rings or laces to break. No straps to foul.
- Easy to open snap, snow won't clog.
- \$1.95 a pair plus 5c postage—attractive reusable plastic box.

Five colors—red, blue, yellow & red, black & red, black.

SAFE-LEASH CO., Inc.

Att: Dexter Richards, SUNAPEE 1, N. H.

Rush me following color(s) of SAFE-LEASHES in

I enclose \$2.00 per pair. No C.O.D.'s

Name .....

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City .....

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Dealers' inquiries invited.

# SKI SHOPPING GUIDE



### ICELANDER SWEATER

Original Iceland sweaters are made with a double-knit pattern for extra warmth. Colors are white, sky blue, vermilion red. Sizes S, M, L, for men and women. \$23.95 postpaid. Order from Tavi Products, Inc., 140 West 58th St., New York 19, N.Y.

### PORTUGUESE HATS

If you go in for gay headwear, here's your dish—a Portuguese fisherman's hat. Made of wool they have distinctive foot-long "coin pockets" in back. Choice of black with charcoal lining or bright green with red lining. One size fits anyone. \$5.95 postpaid. Joe Diedrich, 4038 Park Ave., Miami, Fla.

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Carrying skis is easy with Skilift. Skilift is simple enough for children to use. Makes ski toting a pleasure. Money back guarantee. Send \$3.98 plus twenty-five cents postage (California residents add four per cent sales tax) to Aero-Progress, Inc., 10493 Santa Monica Blvd., Los Angeles 25, Calif.



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Silly badges are fun for gifts or party prizes. Many titles to select from. \$1.00 each postpaid. Order from The Sport Chalet, Box 132, Bozeman, Mont.



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The amazing Raci-Lacer Boot Boy hooks and tightens the deepest lacing with remarkable ease, giving you firm, perfectly tightened inner boots in a matter of seconds.

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... for best results!



Catalog  
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Silk embroidered emblems to wear on jacket or blazer. Minimum quantity 50. Write for prices.

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Attleboro, Mass.



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A smart Austrian accent distinguishes this Tyrolean "Alpenjanker" of 100 per cent wool, felted loden with print lining, black binding and silver buttons. Men's in olive, light navy or medium gray, sizes thirty-eight to forty-four, \$27.50. Women's (sizes 10 to 18) \$24.95, and children's cardigans (sizes 4 to 14) \$14.95, in olive, light blue or white. Add 45 cents postage. Order from Carroll Reed Ski Shops, North Conway, N.H.

### WINE BAG

Get your wine from an original Spanish wineskin bota. Genuine goatskin, leakproof, screw cap, one liter capacity. Satisfaction guaranteed. Send check or money order for \$4.95 to Joe Ritter's Ski Shop, 1846 Broadway, New York 23, N. Y.

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## Exclusive New Imported Authentic, Hand-Knit PERUVIAN MASKS

*Warm, Lightweight Protection  
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Ride the ski trails in warmth and comfort with a beautifully colored, hand-knit Peruvian Mask . . . made by the Peruvian Indians and imported from South America. Ends discomfort from cold and severe cutting winds. Assures complete skiing enjoyment in the coldest weather. Styled for action, high fashion. Easily fits men, women and children.

**. . . special at \$4.89.**

PERFECT NEW GIFT IDEA . . . WONDERFUL FOR SPORTS ENTHUSIASTS!

MAIL COUPON TODAY — INITIAL SUPPLY LIMITED

**IncaLand Knits, Box 245, Cleveland 21, Ohio**

Please send me \_\_\_\_\_ Peruvian Masks at \$4.89 each.

Enclosed is ☐ Check ☐ Money Order for \$\_\_\_\_\_.

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STATE \_\_\_\_\_

## 23 SKIDOO!

*magnificent . . .  
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genuine*

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(Skunk and Opossum, too)

The Roaring '20s of F. Scott Fitzgerald and Texas Guinan, the Black Bottom and Prohibition were fabulous and different, and these raccoon, skunk and opossum coats were literally a part of it. Cleaned, revitalized and with original linings, these beauties will keep you warm and happy wherever you perambulate. Note sex, size and choice, and one is yours for a ridiculous \$20.



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☐ Ladies' ☐ Men's S M L (Specify) \_\_\_\_\_  
☐ Raccoon ☐ Skunk ☐ Opossum \$20 each (Add \$1.85 postage)  
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**The greatest lift  
coat ever, it's back  
in style for any  
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Coaches suggest 20 knee bends daily.

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Recommended by world's greatest ski maestros for conditioning for skiing.

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"I believe the Bongo Board to be a good preseason exercising instrument. The muscles used most for skiing are kept in good form by daily exercise on a Bongo Board."

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For more fun and greater safety on the slopes start your conditioning NOW. Order your Bongo today!

**BIG BONGO** 34" platform. Adult size. Shipping weight 15 lbs. FOB Louisville, Ky. .... \$16.50

At sport shops or write  
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*Discourage Theft  
Identify your Skis*

2 - ENGRAVED BRASS

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**BLACK Metal Plates**  
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EXCELLENT FOR METAL SKIS

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# SKI SHOPPING GUIDE

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## SUEDE JACKETS

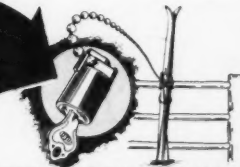
Colorful hand embroidery by Polish seamstresses make these women's suede leather jackets tops in attention-getting fashions. They're lined with sheepskin for warmth. Children's coats come with matching cap and mittens. Colors are gray and brown, sizes S, M, L. Women's jacket \$79.50, children's \$60.00, postpaid. Order from Michael Falek, 312 7th Ave., New York 1, N.Y.

Announcing INDEPENDENT LOCK Co's.

## New SKI LOCK

Non-corrosive stainless-steel beaded chain ties your skis and poles like a rope to the nearest rack, tree, fence, or automobile. The lock is the knot. For use between ski runs or on your ski rack. No cable, no bulk. Easily carried in pocket while skiing. \$2.70 each. When placing orders give your favorite sporting goods shop a break. Give us his name and address and we will credit him with the sale. Dealers and Distributors invited.

INDEPENDENT LOCK CO.  
FITCHBURG, MASS.



INDEPENDENT LOCK CO., Fitchburg, Mass.  
Please send.... Ski Lock/s) at \$2.70 ea.  
Remittance enclosed \$.....

Name

Address

City

State



## Embroidered Emblems • Club Pins

We manufacture embroidered Emblems. Send us a sample, or sketch, and quantity wanted. We will gladly quote price by return mail.  
**ROGERS EMBLEM** • Dept. M. 2450 S. Main St.  
Manufacturing Co. Los Angeles 7, Calif.

1960

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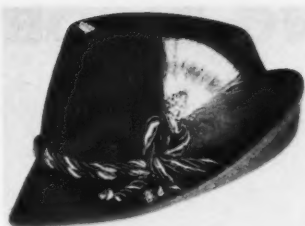
If you're a successful Ski Club Officer (or want to be one)! Need help in holding club together? How is your bank balance? We can help both! "SCOTCHLITE" emblems for club cars, "SCOTCHCAL" fluorescent for equipment. Send your idea, sketch, or emblem with quantity wanted. -We'll send samples and prices.

OLYMPIC GAMES

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### TYROLEAN HAT

The "St. Anton" is the most popular style of tyrolean hat. Made of fur felt with brushed hair finish, it is available in sizes 6 1/2 to 7 1/2. Colors are alpine green, willow, camel tan and black. \$7.00 each. Order from R. P. Snell Co., Inc., 738 Broadway, New York 3, N.Y.



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### Cozy in the snow in authentic PORTUGUESE FISHERMAN CAP!

You'll be pretty and warm in this traditional Portuguese wool cap, with its foot-long "coin pocket" swishing in back. Portuguese colors of black with charcoal lining or bright green with red lining. One size fits anyone. **\$5.95** ppd. Check or C.O.D.

**JOE DIEDRICH**

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Use Bucher's Proven Method 33 RPM instructional LP Album, \$4.50 Book "Anyone Can Yodel" Hard cover \$2.00—Soft cover \$1.00 45 RPM—"Yodeling Santa" & "Skier's Joy"; "Aspen Polka" & "Call of the Magic Mtn." \$1.05 ea. Ask for list of the finest Alpine Yodel tunes on 45 RPM records. (\$1.40, E. P. \$2.00 & discounts) Write Bucher's Yodeling School 515 E. 7th, Denver 3, Colo.

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- the fast fashion

Red Fox  
Silver Fox (gray)  
Black Opossum  
Natural Opossum  
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**\$12.95**

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You have seen hats like these everywhere, but never at a price like this! They are made from long-haired "antique" furs that are guaranteed to give you the newest "downhill" look. Lined with bright wool felt that clings to your head. Great for guys or gals—the idea of the year for gifts.

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The smartest of all  
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for club, team or re-  
sort — designed and  
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Write for brochure,  
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122 pages of records, descriptions and discussions of the Winter Games held at Squaw Valley. Complete history of Squaw Valley from 500 A.D. to present day. Send one to your friends. Limited number of these Official programs available.

Send **\$1** postpaid for your copy to

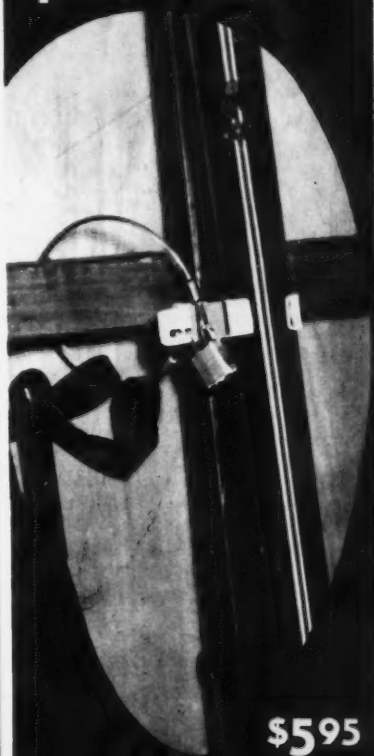
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**\$5.95**

A new lock ... exclusively designed by skiers for skiers. Absolutely theft-proof, locks to anything. Weather-proof, constructed of heavy gauge cadmium plated steel. Comes complete with lock and two keys. Perfect gift.

At your local dealer. Send check or money order to:

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inquiries  
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Can't Slide off



Locks Anywhere



Won't  
Damage Skis

Special rates to ski-clubs and ski-areas.

# Atigi

Authentic Alaskan-Design

PARKA



Order by Mail

**\$35.** Rushed PPD. No COD's Please.

Atigi . . . authentic design from the original Eskimo Parka. Body and hood are all *one piece* . . . no neck seam . . . assures maximum warmth, perfect fit, complete freedom of movement. Deep, soft brushed Orlon pile duplicates original caribou. Hood is outlined with genuine wolf fur. Deep slit pockets mean warm hands. Bold colorful trim reflects original native beaded patterns. Perfect on the slopes or at the wheel. Order one or matching pair.

CHOOSE SIZE:

His: S, M, L, XL  
Hers: 8 thru 16

CHOOSE COLOR:

Sundog Red Arctic Blue  
Caribou Beige Tundra Charcoal  
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Satisfaction Guaranteed or Immediate Refund!



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**2 1/2 ft. Wedeln Skis Designed for Adults**

Proven by professionals. Short-ees provide a sensational new way to learn wedeln easily and safely! Multi-laminated hickory, 2 1/2 ft. offset edges. Permit bottom, heel & toe protectors. Colorado sky blue **\$19.95**. Also, Short-ee 5 Ft. model **\$34.95**. Now at your ski shop or write **SHORT-EE SKIS**, Dept. S., Brattleboro, Vt.

## PORTABLE TOW

—More Hours Downhill Skiing

Sweden Speed Ski Tow takes hard work out of skiing. Compact, rugged, easy to set up. Automatic operation. Praised by clubs, resorts. Priced for small-group budgets. Limited quantity. Order now!

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Dept. S-4 Seattle 99, Washington

# SKI SHOPPING GUIDE



## SNOWFLAKE JEWELRY

Enhance your colorful winter costumes with snowflake accessories. A necklace, at \$2.00, comes with matching snowflake pin for \$1.50. Pin has polished silver snowflake superimposed on white enamel base flake. Scatter pins are two for \$1.00. Add ten per cent for federal tax. Order from Harry Blaisdell, 75 Reed Ave., North Attleboro, Mass.

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Stay slim off the slopes with after-ski slacks of cotton velveteen. They come in black, lilac, navy, tan or red in women's sizes ten to sixteen. \$14.75 plus twenty-five cents postage. Order from the Mansfield Sport Shop, Stowe, Vt.



**JOE RITTER**

**MAIL ORDER**

**SKI SHOP**

**ORIGINAL SPANISH**

**WINESKIN BOTA**

**495**

**Hand Crafted**

Hand Crafted in genuine goatskin to preserve the full flavor of wine or other liquids. Leakproof construction with precision screw cap and safety chain holder. Neutral tan with handsome red shoulder strap. Perfect carrier for wine, milk, water, etc.—lots of fun on the slopes of after skiing. Capacity—1 litre.

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Satisfaction Guaranteed or money promptly refunded. Enclose check or money order—We pay postage. No C.O.D.'s please!

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Surprise Yourself and Your Friends

- ★ NEW CONFIDENCE
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NOW . . . Ski Way's exclusive new hypnotic recordings introduce an amazing shortcut to **RELAXED SKIING**. "SKI RELAXED" . . . designed to develop relaxed, automatic skiing, to help overcome unnecessary fear, and to help develop self confidence. "SKI PARALLEL" . . . designed to develop parallel skiing, a good balanced stance, vorlage and proper leg action technique. Whether you are an expert or a beginner you will find these scientifically designed recordings the answer to tired tensed up nerves and muscles. Not only will they help dissipate muscular and nervous tensions, but will create vital new energy as well. Your choice of either of these dynamic recordings at the new low price of only \$4.95 each. Enclose check or money order! We pay postage. No C.O.D.'s please. At fine ski shops or write:

**AMERICAN SKI WAY INC.**  
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Have your own  
**PATCHES & PINS**  
made to order

Handmade  
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**ST. BERNARD MEDALS**  
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Inscribed Patron of Mt. Climbers & Skiers in English & French. A new, useful & attractive gift to give yourself or your friends. Made of brass with leather thong to attach to your belt. Send \$1.50 each (or \$5 for sterling silver) to:

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### SEALSKIN SLIPPERS

Fur trimmed and lined seal skin slippers styled by Alaskan Eskimos are ideal for fireside skiing. \$14.95 a pair. Give foot size when ordering from A. Polet Eskimo Arts and Crafts, Nome, Alaska.

### FACE MASK

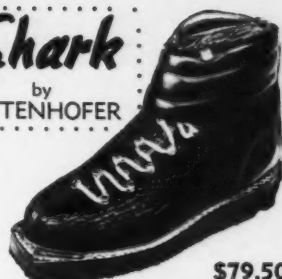
Handknit by Peruvian Indians, these wacky face masks are warm and lightweight. They keep out extreme cold and cutting winds. One size fits men, women, children. Send check or money order for \$4.98 to IncaLand Knits, Box 245, Cleveland 21, Ohio.

### CARDIGANS

Thick bulky cardigans from Mexico are unique gifts because no two designs are alike. Natural oils in the pure wool give warmth and water resistance. Colors are white, gray or brown with contrasting designs. Sizes S, M, L. \$30.00 postpaid. Slipovers with V or high neck, \$25.00. Order from Inca Imports, 225 West 86th St., New York, N.Y.



**Shark**  
by  
**BATTENHOFFER**



**\$79.50**

The only boot of genuine "armor-plate" SHARK skin; indestructible, scuffproof, waterproof. Other exclusive features: COPPER STITCHING, HEELMASTER, ANKLE PROTECTORS, SIDE LACING. Hundreds of top-notch skiers everywhere have purchased BATTS by mail and recommend them highly.

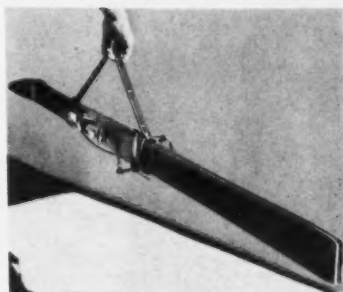
Try them on at home and be thrilled! Our system guarantees perfection fit. If not, return in 5 days for FULL REFUND. First ask your local dealer. If not yet available, order direct. Enclose payment and receive boots promptly, postage paid. HOW TO ORDER: Stand barefoot on paper, draw outline of both feet, give regular shoe size and any unique fitting problem. Our system of fitting from drawings is as accurate as if we measured you in person. Send for brochure on other Battenhofer models at:

**\$59.50, \$49.50, \$39.50, \$29.50.**

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BOOTS OF ELEGANCE

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### the SKILIFT!

An item so natural—so uncomplicated that any skier can recognize its value on sight. • Now, men, women and children can carry their skis and poles with ease. Gone is the problem of moving skis in crowded areas or from car or train to the lift—with SKILIFT it's as easy as carrying a briefcase! • Made of durable material—weather tested, checked and proven in ski areas—the SKILIFT is for the entire family.

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Each Skilift is completely guaranteed. Money refunded if not completely satisfied.

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Please send me SKILIFTS @ \$3.98 ea.

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Please add 25¢ for postage & handling. Calif. residents add 4% sales tax.

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WEATHER-  
PROOFING  
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A Silicone formula

• An indispensable item for skiers. RAINDRI puts water resistance back into dry cleaned clothing. It "Raindri's" boots, pants, jackets, caps. Prolongs life of leather articles—will not stain or stiffen materials.

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The leader in liquid water repellants designed for ski equipment. Spray on Ski Boots, Jackets, Pants, Gloves, etc. See your dealer or write to:

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50 Subjects to choose from.

Black & white or color  
8 or 16 mm

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Light, non-metal.  
Works from start.

Saves arms, mitts.  
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**\$5.95**

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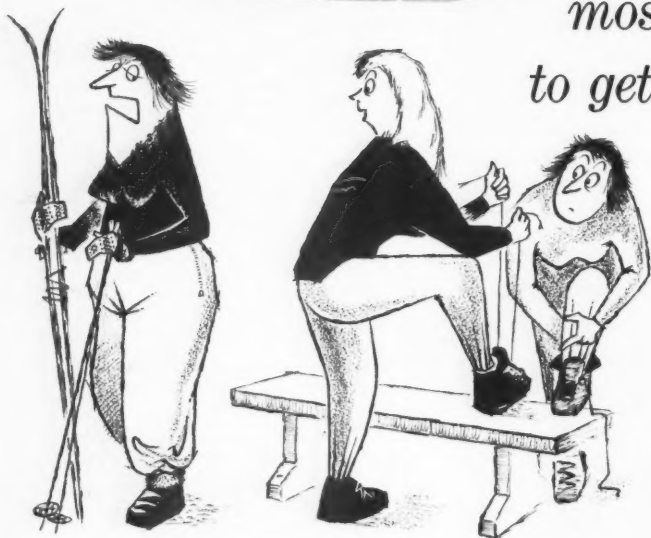
# New Year's Resolutions

most likely  
to get broken



"I'LL NEVER, EVER CELEBRATE ANYTHING AGAIN."

by Norman D. Clark



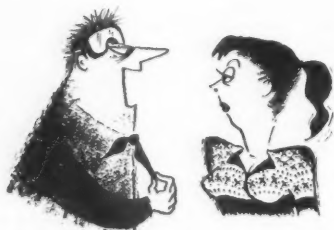
"DANGED IF I'LL BUY STRETCH PANTS. THEY'RE ONLY A FAD . . ."



"AN, AN, OH HOWARD, LET'S SAVE ALL OUR MONEY AND GO TO EUROPE THIS SPRING."



"SCHTARTING JANUARY 2 I'LL TRAIN ON MILK."



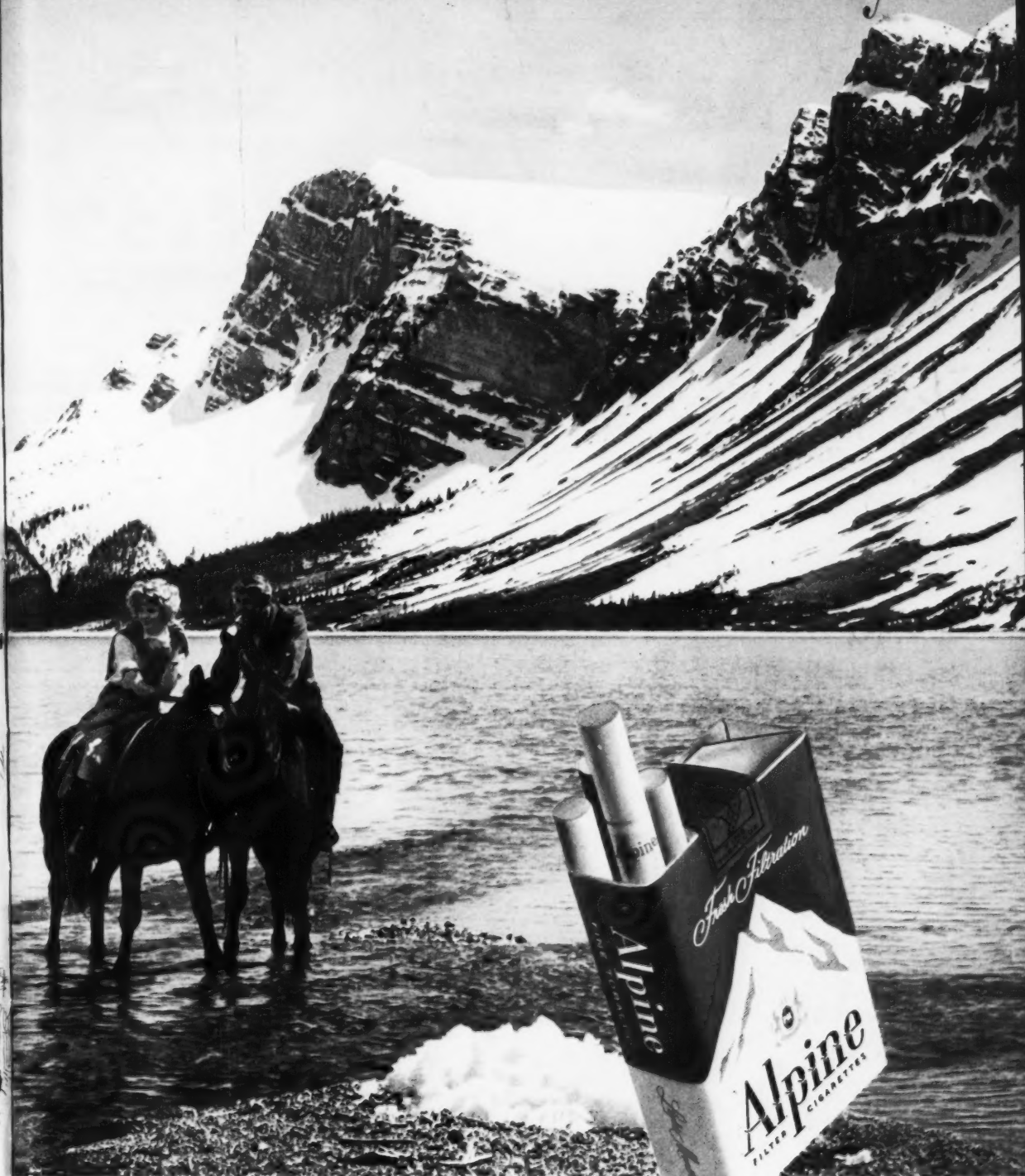
"IT'S ONLY MY FIRST SEASON, BUT I MADE A RESOLUTION TO BE AS GOOD AS STEIN BY ABOUT MARCH."



"TOMORROW I'M GONNA GET UP AT SIX AND BE FIRST IN THE LIFT LINE."



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The freshness of the mountains...exhilarating...bracing. This is the exciting new taste you get when you go to the cigarette pack with the mountain on it. The secret is natural menthol in the blend...just a touch of it. Because it's natural menthol, you get all the taste of the fine tobacco...clean, rich and FRESH. It's like lighting up the day's first cigarette every time you smoke. Today you can climb to new heights of smoking pleasure.

## Special offer: handsome new Alpine lighter

Mail to: Philip Morris Inc.  
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Please send me \_\_\_\_\_ Alpine lighters. I enclose 50c. (no stamps) and the bottom flap from 10 packages of Alpine for each lighter.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_



Expires 3-31-1961  
— void in states where prohibited, taxed, regulated.

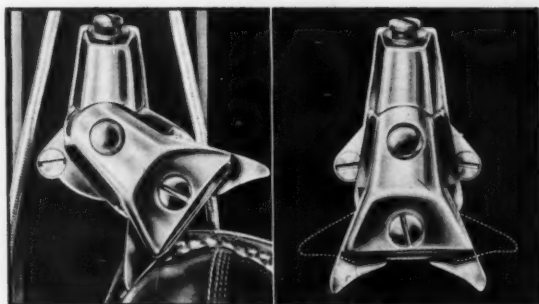
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# Tyrolia

## DOUBLE RELEASE BINDING



SKIMEISTER RELEASE FRONT THROW springs open in a forward fall loosening cable and releasing the heel. Functioning of release mechanism easily visible. The original proven heel release. Often copied, never equaled.



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